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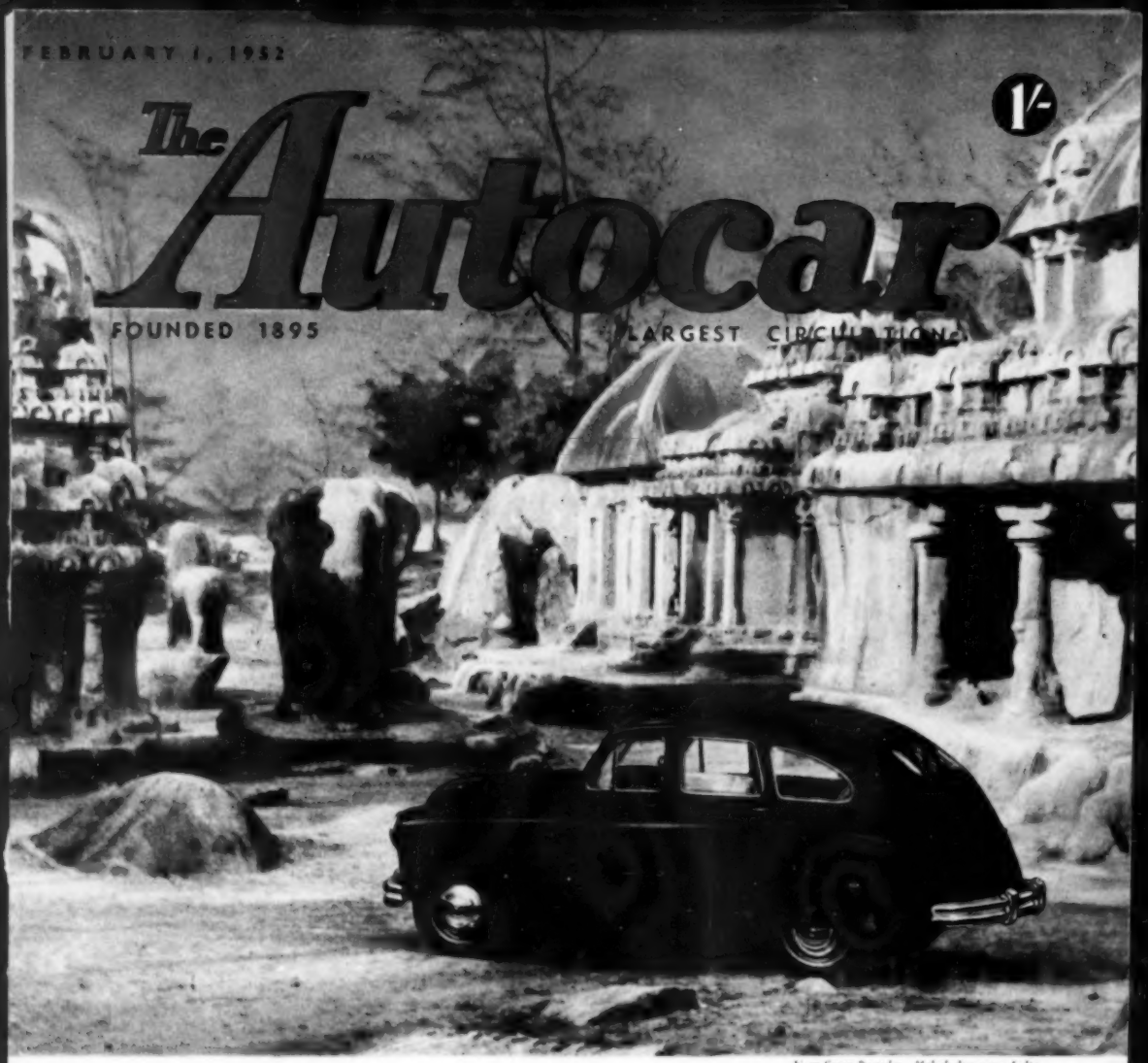

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The monuments of India's rich and glorious past are miracles of patient craftsmanship . . . . to-day her people are demanding the best the modern world can give . . . . that is why the Standard Vanguard is proving so popular in this vast sub-continent. Built by the finest engineering craftsmen and tested under the most arduous conditions, here is a car that truly represents in every detail of its design 'all that's best from Britain.'

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Because GIRLING

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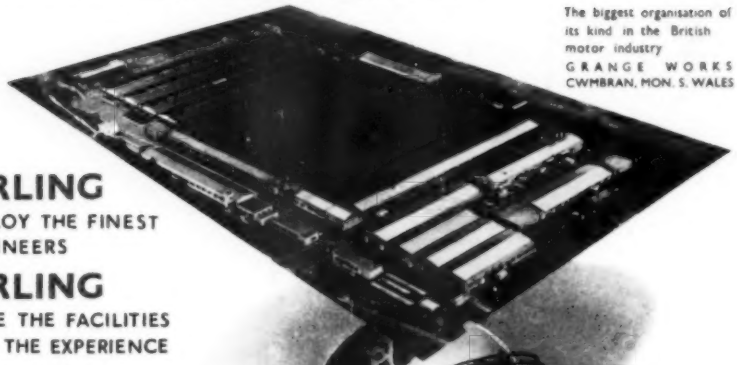

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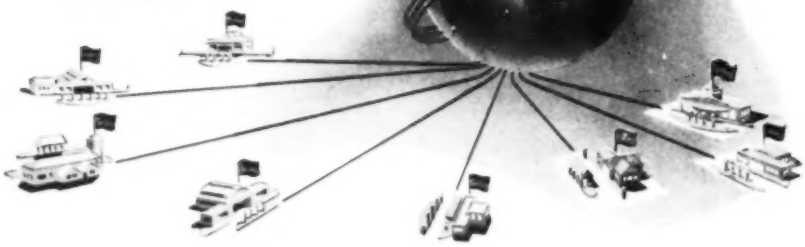

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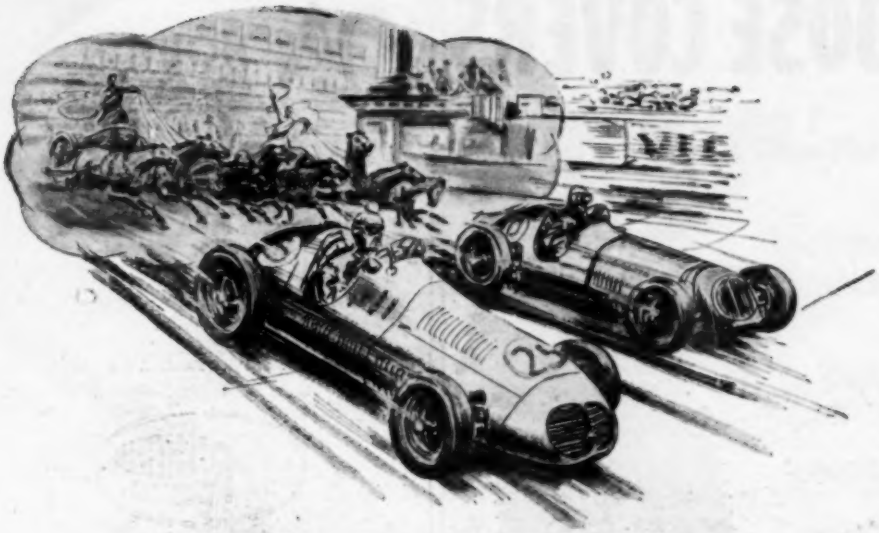

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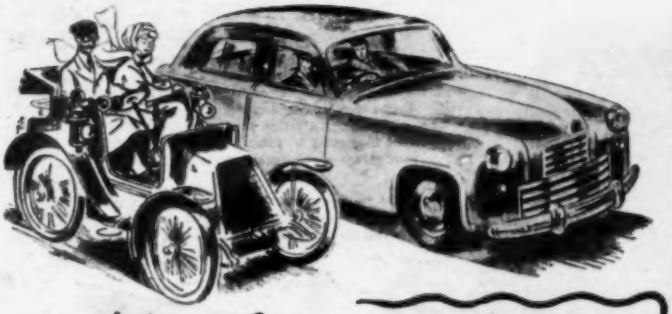

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FOR MOTORISTS

What is the simple answer to these common motoring problems

1 *Worn Engine Burning Oil?*
2 *Engine Running Hot?*
3 *Misty Windscreen?*
4 *Leaky Radiator?*
5 *Cracked Block?*
6 *Battery Corrosion?*
7 *Bodywork Repairs?*

1 WORN ENGINE

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PISTON SEAL compensates wear by forming a self-lubricating seal in between piston and cylinder, **reduces oil consumption, restores compression.** Installed in 30 minutes. PISTON SEAL is an interim treatment, endorsed by the entire Motoring Press and gives up to 10,000 miles 'new car' performance.

Holt's PISTON SEAL

Up to 12 h.p. 15/- Over 12 h.p. 25/-
For Motor Cycles 8/6

2

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Price 2/6. Shop Window Size 4/-

4

Leaky Radiator?

A repair in 5 minutes while you drive! Simply pour in RADWELD—it forms a permanent repair unaffected by high temperatures, water pressures or anti-freeze. No danger of clogging—contains no ordinary powders or corrosives. RADWELD IS DIFFERENT! Beats leaky radiator troubles safely and surely.

Holt's RADWELD

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5

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Use 1-pt. to every 5-gall. of water capacity

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Anti-Corrosive Battery Compound. 3/-

7

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LOY SOLVENT	Handy 2/6, Minor 4/6, Major 8/6
LOY SHEETING	Handy 3/6, Minor 9/-, Major 17/6
LOY HANDY KIT	(Complete) 8/6

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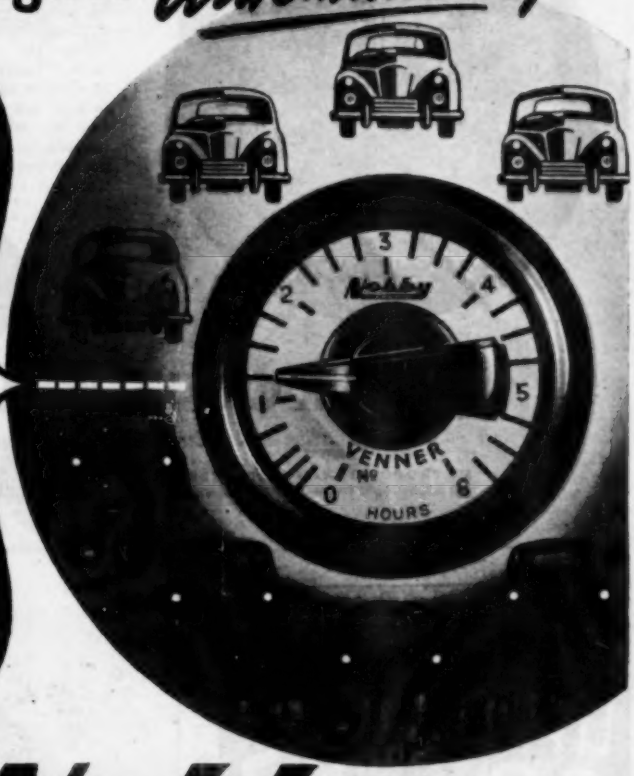

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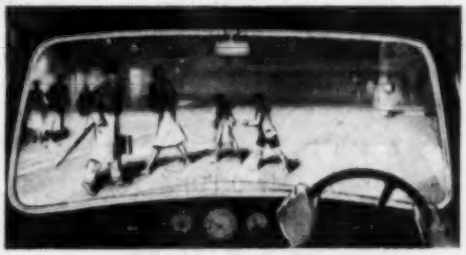

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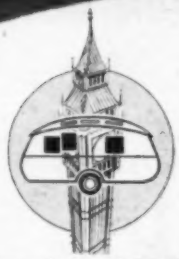

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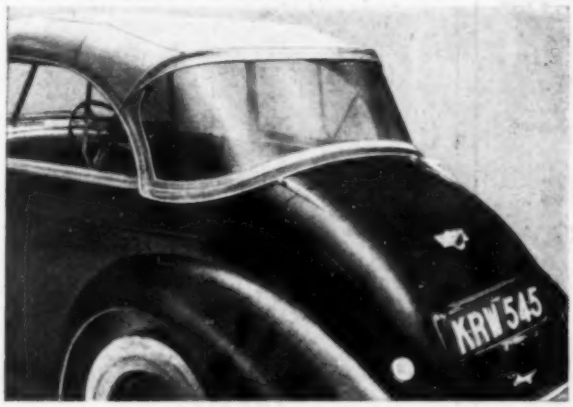

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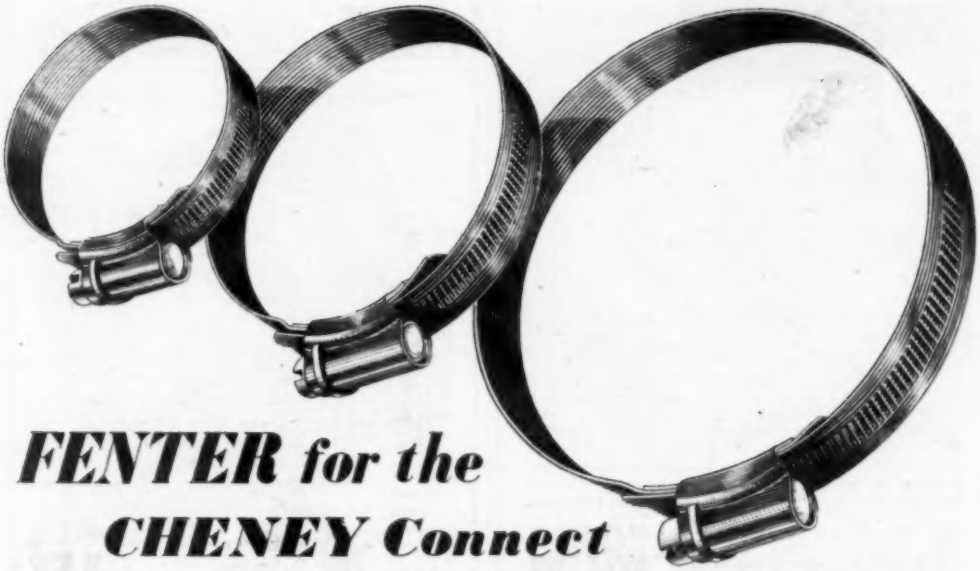

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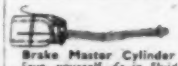

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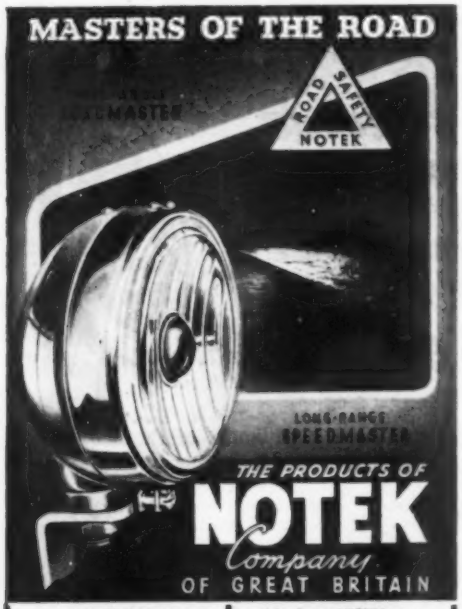

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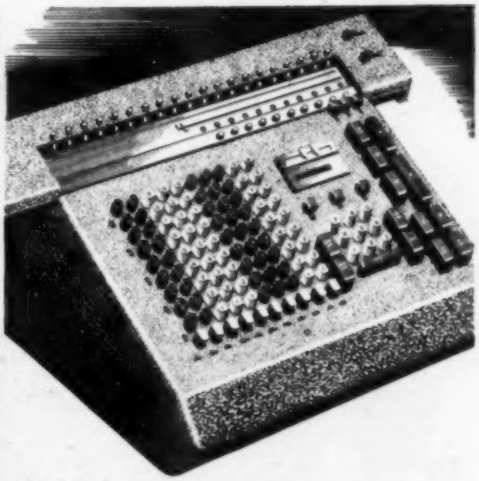

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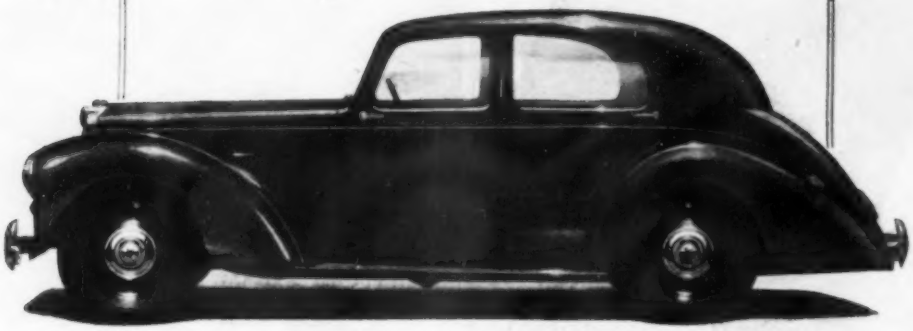

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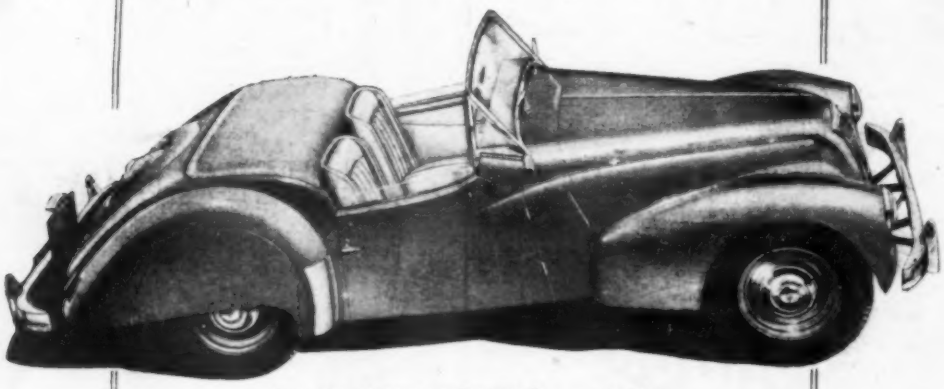

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The Autocar
FOUNDED 1895

No. 2931 FRIDAY, FEBRUARY 1, 1952 Vol. XCVII

Britain On Top

A MAGNIFICENT victory to Britain has been the premier award in this year's Monte Carlo Rally, one of the most gruelling in the series that has ever taken place, and, as if to emphasize that this was no whim of fancy on the part of chance, second place was also lifted by a British car, and of the first six cars five were British. Never previously—not even in 1931, when a British car and driver last won the rally as a whole—has this country stood so well in the final results. We heartily congratulate the manufacturers concerned, and equally heartily the crews of the winning cars; for this year's event was very much a matter for the men as well as for the machines.

The story of the rally, which appears in this issue, makes it clear beyond doubt that cars, drivers and navigators were tested to the utmost by weather that bordered on the freakish in its wintriness, even for late January. Moreover, it became genuinely freakish in depositing snow within sight of Monte Carlo, rendering the regularity test a rally in miniature, for predetermined navigational charts were nullified by a treacherous surface which induced excessive wheelspin, and kilometre posts were obliterated, with the result that crews were forced to use their resourcefulness in improvising the means of getting their cars round the circuit to time; and that is exactly what happened also on the gruelling road section of the rally, in which so many unusual predicaments intervened.

It is a pity that even the most characteristic story cannot convey the hardships that attend the rally journey in conditions such as those of this year's. But the fact that drivers must travel as fast as possible for hundreds of miles over surfaces of snow and ice on which it is frequently difficult to stand, and that they must climb mountain passes on which a stop means failure to get away again owing to wheelspin, is some indication of the technique and grit required.

Britain may well be proud of her cars and drivers, for such conditions are not commonly encountered in their own country.

Brake Fade

THE phenomenon of brake fade bids fair to rival the overs and unders of steering as a subject of contemporary motoring chatter, for the higher speeds of modern cars, coupled with their all-enclosed styling, have brought the subject into prominence. The continual braking enforced by the winding and crowded roads of Britain can lead to the deterioration of the friction in the drums of a fast car in the hands of a purposeful driver. With much greater severity does the problem present itself in high-speed mountain motoring. As we do not subscribe to the notion that braking should not be regarded as an integral part of a car's performance, we feel that this possibility of failure should be eliminated.

Readers are familiar with the theory of brake fading. It is believed that the intense heat generated by the friction between drum and lining leads to the melting of certain constituents of the linings, with the result that they act as a lubricating film between the contact surfaces. Recent experiments by the Motor Industry Research Association tend to support this theory; they were described in the December 14 issue of this journal. As the extreme temperature of about 300 degrees Centigrade was that at which the liquefaction was believed to take place, linings were baked at that temperature for half an hour before use. A weight loss of from 4 to 8 per cent took place, tending to show that some constituent had evaporated, and the heat-treated linings showed no signs of fade either in the laboratory or on the road, suggesting that the missing constituent was the "lubricant." Like all scientific bodies, M.I.R.A. are not yet asserting positively that the solution of brake fade is at hand, but it is very encouraging to find that the problem has been tackled, and that such promising results were forthcoming.

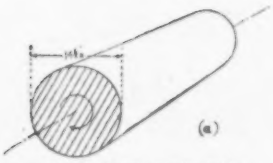
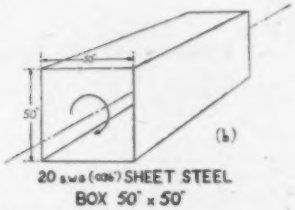


Fig. 1a: This solid shaft has the same torsional stiffness as the box opposite—

Basic Frame Design



—but (Fig. 1b) the box is 23 times lighter.

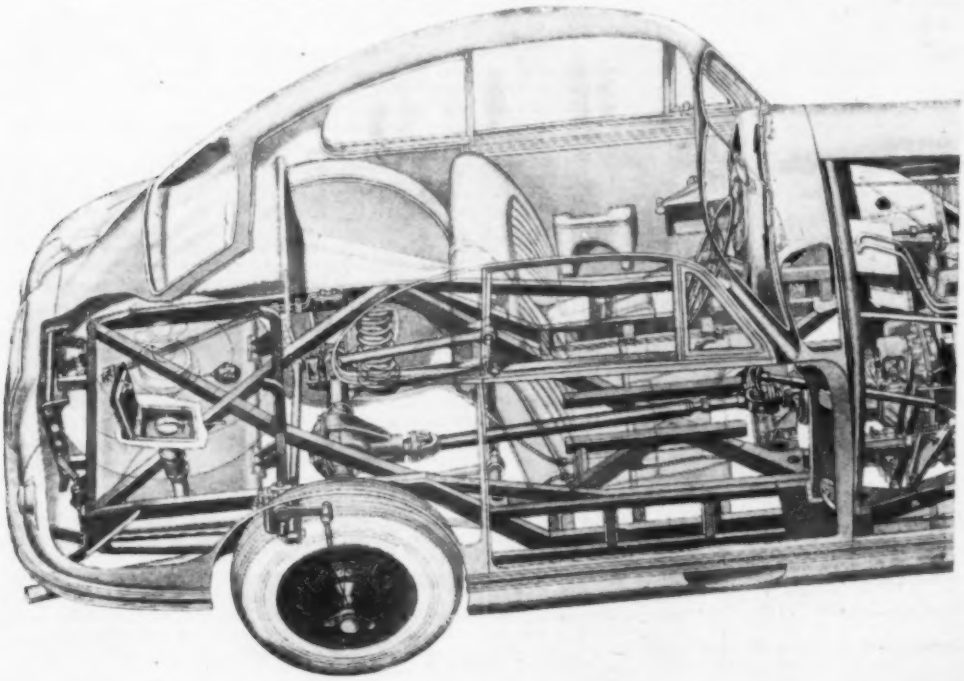
ALL ROADS LEAD TO THE SPACE-STRUCTURE OF WELDED TUBING

THE modern trend in car construction is to strive continually for greater rigidity in the main structure. The old type of framework upon which cars were built, using an open-section frame, was convenient for attaching cross-members, brackets and the various mechanical units, but when travelling over uneven surfaces different sprung parts of the car indulged in considerable relative motion. To some extent this movement was kept within reasonable bounds, especially at the front end, by bolting the engine solidly to the frame, thereby imparting a certain amount of torsional stiffness to it by reason of the inherent stiffness of the crankcase casting.

With the arrival of flexibly mounted engines in the search for smoother travel it was found necessary to increase the torsional rigidity of the front of the frame to an extent considered hardly possible in those days. This inability produced such things as front axle tramp and shimmy, and radiator and scuttle shake; it generally resulted in a structure that did not feel to be very controllable. It is not intended to convey the impression that torsional rigidity is the only rigidity of importance in the main structure, for beam stiffness and sideways stiffness are just as essential, but it so happens that torsional stiffness is much harder to attain than the others. Further, in the search for this much desired torsional rigidity the other forms of stiffness automatically arrive without any special striving.

One obvious line of development was to make use of the body of the car and to design it so that it carried its share of the loading, and this principle was extended gradually until the frame itself disappeared, leaving only slight traces, and the modern integral pressed-steel shell was the result. Some idea of the potentiality of this sort of design can be obtained from Fig. 1. Length for length the two members illustrated have equal torsional stiffness, but (a) weighs over

The quite complex structure of the Aston Martin DB2 is built up of slim members, and its great strength and lightness are an important factor in the car's high performance and good handling qualities.



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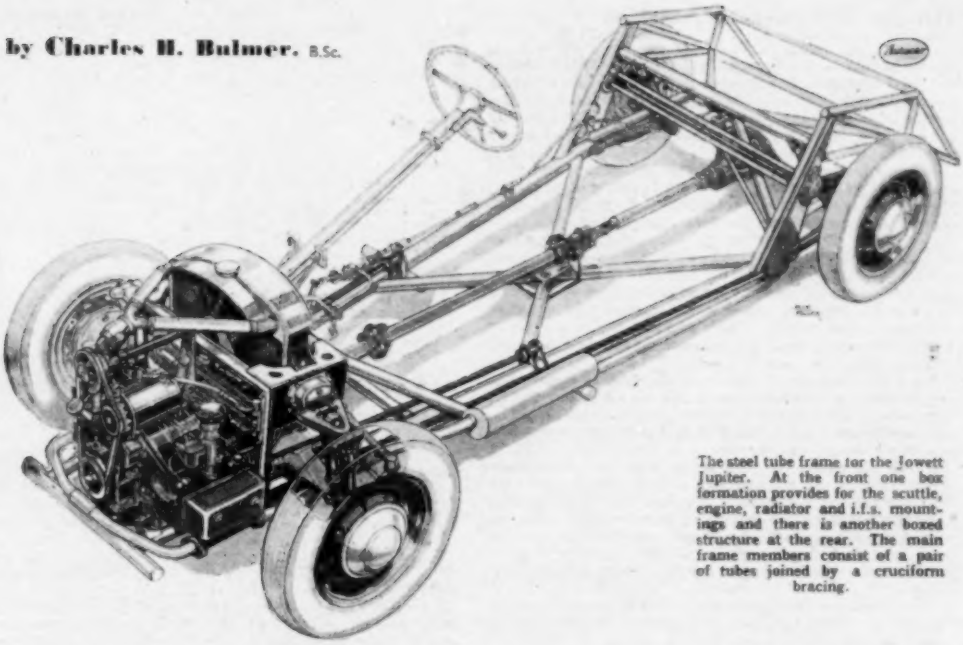


The steel tube frame for the Jowett Jupiter. At the front one box formation provides for the scuttle, engine, radiator and i.f.s. mountings and there is another boxed structure at the rear. The main frame members consist of a pair of tubes joined by a cruciform bracing.

23 times as much as (b), which is the ideal equivalent of the modern body-chassis shell.

In practice this potential stiffness cannot be realized because both sides of the box (b) have to be almost entirely removed in order to allow space for the doors, while the top may have to be cut about to provide a sunshine roof. Any efforts to restore the lost stiffness by strengthening the front or the rear are bound to be partially frustrated by having to provide further apertures for the windscreen and the rear window and possibly a luggage locker.

However, it is not the purpose of this article to discuss the whys and wherefores of this type of construction and it is referred to in passing merely to illustrate the theme that the farther you can distribute the structural material from the axis of twisting, the stiffer the structure will be. With either circular or square tubes the resistance to twisting is proportional to the cube of the dimensions, assuming a constant wall thickness, so that a 20in diameter tube has one thousand times the resistance of a 2in diameter tube.

Three-dimensional Frames

As stressed skin construction from pressings involves the use of very expensive dies in its production, the smaller manufacturer and the "special" builder are compelled to seek alternative methods of producing rigid structures which are at the same time reasonably light. Over the past few years there has been an increasing interest shown in three-dimensional frames built up from small size tubing of either round or rectangular cross-section and of light gauge. The Aston Martin DB2, A.F.M., Buckler, Jaguar XK120C, Kieft, Kurtis, Nardi-Danese, and Veritas are examples which illustrate the growing popularity of this type of frame for competition purposes.

The actual forces and stresses in a structure of this kind are accessible by mathematical methods, though not easily accessible, but the general philosophy of the design is amenable to common-sense reasoning. Unfortunately there are numerous examples built by enthusiastic amateurs which have not been controlled by any form of reasoning. It is only too easy to weld up a forest of tubes of such an impressive appearance as to befog the analytical faculties whilst retaining the torsional stiffness of a piece of angle iron.

The first step in approaching this problem logically is to consider what strains and distortions actually occur during twisting. Fig. 2 shows a short length of ordinary steel tube down the side of which is scribed a line. Now if a torque is applied, as indicated by the arrow, to the top of the tube while the bottom is fixed rigidly to the ground, the tube will twist and the line will take up the position shown dotted. If the tube were split, unrolled and beaten flat, it would appear as a plain rectangular sheet of metal, as shown in Fig. 3, and it is not difficult to see that the twisting distortion in Fig. 2 can be represented by the dotted lines in Fig. 3. In other words, when we try to twist a tube we are, in effect, trying to distort a rectangular sheet of metal into a lozenge-shaped parallelogram, hence the resistance to twisting that we experience.

Exactly the same argument applies to a square tube as to a round one. As shown in Fig. 4, each of the four rectangular sides becomes distorted into a lozenge. In addition, of course, each rectangular side is twisted in the same sense as a propeller or fan blade is twisted, but it takes so little force to do this to a flat sheet of metal that this contribution to the total stiffness can be ignored. The stiffness is essentially the resistance to deformation of the rectangles in their own planes.

This, however, is not true of any open section like a channel section—an angle, a top-hat section of a tube split longitudinally, where lozenging deformation no longer has to take place to any extent. In these instances it is only the propeller type or twisting that provides the (low) resistance to torsion. Some idea of the differences to be expected can be obtained from Fig. 5, where the numbers represent the relative stiffness per unit length of the various sections illustrated. All four

Fig. 2: Movement of a split steel tube in torsion.

Basic Frame Design . . . . . continued

are 4in square or 4in diameter by $\frac{5}{32}$in thick (approximately 8 s.w.g.) and the channel section is arbitrarily taken as having a stiffness of 1.00. It is interesting to note that the boxing in of a channel section increases its stiffness by 600 times, whilst splitting a tube reduces its stiffness by nearly 500 times.

Before we leave the subject of channel sections and their relative weaknesses there is one other matter to consider, and that is the effect of end constraints. In Fig. 6 a piece of channel is shown which has been twisted through a large angle, and it will be seen that the end face distorts in order to allow this twisting. Obviously if the end were butt-welded to a large, rigid plate it could not behave in this way at all and the whole structure would be enormously stiffened. Similarly, it could be joined to a box section in either of the ways shown in Fig. 7, both of which would counteract much of the weakness which is normal to this type of simple section.

Figs. 8(a) and 8(b) show how light tubular frameworks can be built up into structures which are essentially similar to the basic sections we have been considering. Fig. 8(a) is equivalent to a channel section and is fundamentally useless as a chassis frame because of its low torsional stiffness. Fig. 8(b), however, has had a few extra members added which make it the equivalent of a large square tube. We have shown that a section of this kind derives its stiffness from the resistance to lozenging of its rectangular sides and, although a rectangular frame of tubes has a fair measure of such resistance because of its welded joints, a diagonal bracing strut in each rectangle makes a tremendous improvement.

Therefore we finish up with Fig. 9, which may be thought of as the ideal or basic structure and which can be found sometimes in aeroplane fuselages.

Design Freedom for Racing

The simplest kind of chassis frame, and the one that makes the least exacting demands on the designer, is that for a single-seater racing car, but even for this purpose the structure shown in Fig. 9 is not entirely suitable without modifications to permit the installation of the various components. Fitting the engine and the driver means the removal of some of the struts bracing the top side of the box, thus weakening the basic structure. Numerous other practical design points have to be considered as well. In a front-engined car the front bulkhead would be moved back to a point where it would support the rear of the gear box, and in a rear-engined car it would be positioned behind the driving seat, so that fundamentally these structures might assume the form of Fig 7(a) and (b) respectively.

Further changes are needed to provide attachment points for the front and rear suspensions, and where in some cases the upper and lower frame side rails might converge to a single cross-member at the front, in others—for example, with double-wishbone i.f.s.—it would be convenient to keep them apart by the vertical distance between the upper and lower wishbones. The Kieft 500 is a very good example of the resulting structure and the bare chassis frame is illustrated in Fig. 10.

Fig 3: The split tube of Fig. 2 as a flat sheet, showing how the tube moved under torsion.

Fig. 4: Right: "Lozenging" of a square tube when it is twisted.

Unfortunately, practical sports and touring cars present a more difficult problem because their occupants are not usually prepared to submit to the same degree of inconvenience as the racing driver, who is quite prepared to climb over the cockpit sides and remove the steering wheel in order to get into the car. The sports car owner who opens the door only to find a tubular structure inside resembling a five-barred gate is likely to rebel. The formation of the tubes has therefore to be confined to a very small depth beneath the bottom of the door or else the door has to be confined to a very small height above the tubes. In either case, although it is possible to have an immensely rigid scuttle structure (which may be manufactured as a steel pressing if desired) well braced to the front end of the chassis, and, if necessary, a fairly rigid rear end, there is usually a plane of weakness between the two which can be partly but not wholly alleviated by stiffening up the structural members which pass through the part where the weakness lies.

The resulting structure tends to look rather like that shown in Fig. 11 and although frames of this sort can be made sufficiently stiff, this is achieved only at the expense of additional weight.

Actual experience suggests that a properly designed and constructed frame of exceptional rigidity for a single-seater racing car, of Formula 2 type, need weigh only 40 lb and, with further development, even this could be reduced.

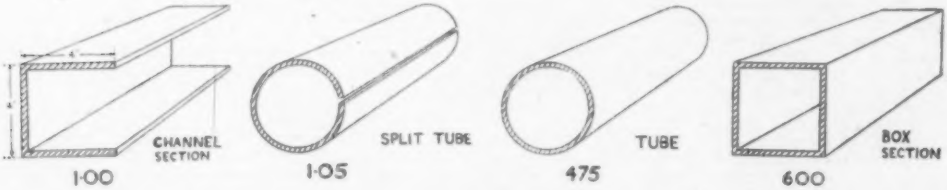


Fig. 5: Relative torsional stiffness of a channel section, a split tube, a plain tube and a square box section. The last has six hundred times the stiffness of the channel.

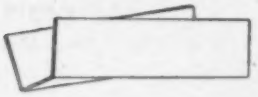


Fig. 6: The end face of a twisted channel distorts: plates welded on to close the ends would resist this distortion and make the section stiffer.

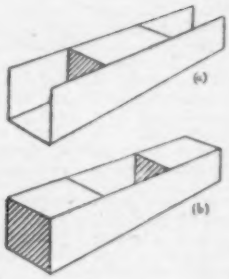


Fig. 7: Right: Boxing in either the middle or the ends also makes a channel more rigid.

Naturally, this cannot apply to a touring or sports car, as has been shown, but it does give some idea of the basic possibilities of this type of construction.

A more favourable solution is possible in the saloon or fixed-head coupé, where the structure can be continued through the roof without inconvenience to the occupants. A simplified frame for a coupé of this type might look something like that shown in Fig. 12. This also has one point of weakness, namely the windscreen pillars, which have to transmit, by bending, the compression and torsional loads in the upper rails of the structure. Obviously it is necessary to use windscreen pillars of considerable size and put up with the resulting blind spot. The same difficulty and the same result are apparent with the pressed steel frameless type of construction. In the illustrations, for ease, all the tubes are shown of the same diameter, whereas in actual fact, and by calculation, some could be made smaller than others, depending on how much load they were called upon to carry.

Fixture Trends

Undoubtedly this multi-tube type of frame is going to become very popular in the next few years and already renders obsolete the orthodox box section, or cruciform, or tubular chassis of the type pioneered in the German racing cars before the war, because of its much greater rigidity-to-weight ratio. One trend we may expect to see is the use of larger-diameter, thinner-gauge tubing, since the stiffness of a tube in both torsion and bending is proportional to the gauge thickness and the cube of its diameter for very thin-walled tubes.

Suppose, then, we have a frame constructed of 1in diameter tubes $\frac{1}{16}$in thick (10 s.w.g.). If we replaced all these tubes with either 2in diameter $\frac{1}{32}$in (16 s.w.g.) tubes or with 4in diameter $\frac{1}{32}$in (21 s.w.g.) tubes, the total weight would remain precisely the same, but the stiffness of the tubes would be in the proportion 1:6:24, making allowance for the 1in diameter tubing not being thin-walled within the meaning of the act. This tremendous gain in stiffness could be usefully used to lighten the structure considerably.

There is a limit to the extent to which this process can be carried, obviously, because very thin metal may not develop its full nominal stiffness but may collapse by the formation of local wrinkles (known as elastic instability). Furthermore, it becomes difficult to mount such items as engine and suspension units unless the very thin walls are stiffened locally to prevent collapse at the points of attachment; also, corrosion becomes a vital problem. Therefore the ideal is obtained by a compromise between the two factors, theory and practice.

A further development in this type of frame might be the use of light-alloy tubes, although the advantages to be gained are quite surprisingly small owing to the fact that the inherent rigidity of these materials, as measured by Young's modulus and the shear modulus, is reduced in almost the same ratio as the weight, relative to steel, for both aluminium and magnesium alloys. So if we replaced a steel frame by an aluminium one, all the dimensions remaining unchanged, the rigidity would be reduced to one third. By increasing

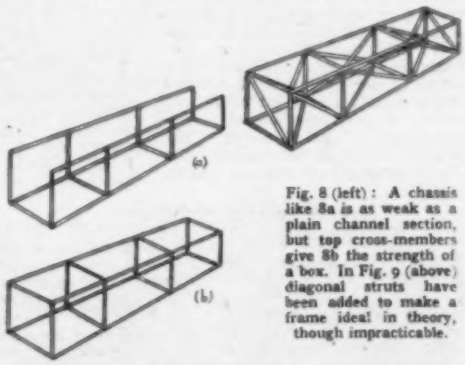


Fig. 8 (left): A chassis like 8a is as weak as a plain channel section, but top cross-members give 8b the strength of a box. In Fig. 9 (above) diagonal struts have been added to make a frame ideal in theory, though impracticable.

the tube wall thickness by a factor of three we should then restore both the stiffness and the weight and be back where we started, except for the additional disadvantage that light alloys are more difficult to weld. However, there are other aspects of this problem, and in some cases the increased wall thickness might be a positive gain.

In general, the light-gauge tubular space frame seems most suitable for the chassis of the future for limited production and will inevitably incorporate the body framework as part of the structural design. No doubt some of the steel body panelling will be welded to the frame to provide additional economy by elimination of unstressed material.

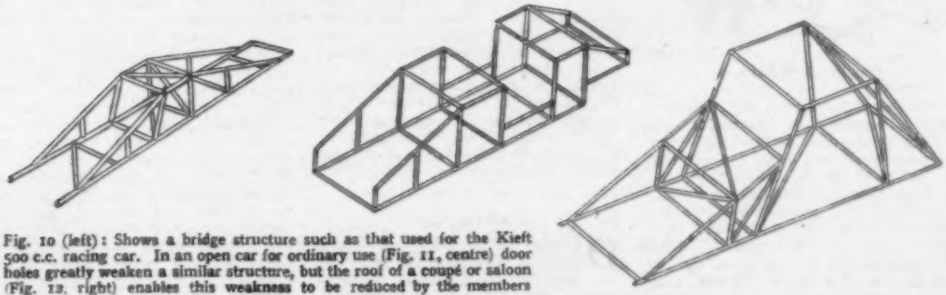


Fig. 10 (left): Shows a bridge structure such as that used for the Kieft 500 c.c. racing car. In an open car for ordinary use (Fig. 11, centre) door holes greatly weaken a similar structure, but the roof of a coupé or saloon (Fig. 12, right) enables this weakness to be reduced by the members at the top.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Tyre Pressures

TYRE pressures and load have pronounced effects on suspension in relation to speed, and I am surprised that the manufacturers are not more precise in their recommendations. It seems to me that the time has come for a small plate mounted in an obvious place on which various pressures are recommended for load and speed. If I remember aright, the little Renault has such a plate, though with only the customary general recommendations.

The answer of the manufacturer, and of most owners, to this suggestion would be, I imagine, that if I like to fiddle with my pressures every ten minutes I am welcome, but that they can't be bothered. Well and good, but that is an attitude towards motoring of which I cannot approve. It is all part of making the car usable by the moron ("It's fine; it's foolproof!"), and the fewer morons that cross my four-wheeled path the better. I maintain that the road is the place only for drivers of more than average intelligence and of proved ability. The responsibilities of the driver who travels fast are not to be lightly regarded.

✦ ✦ ✦

Friends

I AM continually being surprised by kindliness of readers of these columns. My recent note on digging up kerbs brought a telephone call from a Clerk of Works to put me wise to the implications of the job, and I had a most interesting quarter of an hour learning. Quite rigid specifications govern kerb-laying, and if a local authority makes a run-in for a garage it makes a real job of it, including

Clay in the foundations.

strengthening under the pavement itself, because the pavement was originally intended to bear the weight of pedestrians and, under the continual influence of the car, would sink.

Unashamedly, I pumped my informant about some gravel I had laid as a drive to the garage, which had a small patch that retained a curious limited sponginess over an area about the size of the top of a bucket. Would it become compact in time? He doubted it, and blamed clay in the foundation. I felt a bit guilty, because I remember the clay streaks just about in that position, and how I had persuaded myself that "they would dry out" (it rained like mad all the time I was working on the job). So it looks as if I must take the patch up and firm the foundation with more rubble. Unfortunately, I have used all the rubble available, and can't bring myself to buy the stuff. However, a house-building colleague has come to the rescue.

Why not get the drive laid by someone who knows how to do it properly? my perennial critics will ask. Because I believe in doing such jobs myself. They are mentally and physically stimulating, quite apart from being costly if done under contract.

✦ ✦ ✦

Depth

THE staff member who told me that kerbs go down about three feet was exaggerating, incidentally. A natural granite kerb, laid edge-on and about four inches thick, goes down about a foot. It is bedded on concrete (I have returned my neighbour's pick and shovel!).

✦ ✦ ✦

Up the River

LAST week, as they say in the serials, I left you at Goring and in a muddle over where Streatley came into it; Goring is one side of the Thames (very wide at this point) and Streatley is the other and the twain shall meet only by crossing the handsome wooden bridge over the weir pools. Just north of Streatley the road forks and the choice before the motorist is to swing off round the long curves over the Berkshire Downs, thus deserting the river, until, say, Lechlade, or to continue along the bank, passing through Moulsford and crossing to the Oxon side at Shillingford. The hotel at Shillingford shows how to treat a piece of scenery with care and loving-kindness, for the setting for the old bridge is superb. So are the roads of Oxon, the work of a most enlightened highway engineer.

Soon you are swooping into Dorchester, which stands on its own tributary, the mother-stream being away over on the left, and as the car potters between the cottages on the winding main road you might reflect that villages like this are found only in England, and Southern England at that (which, to forestall Mr. Perennial Critic, does not mean that the *different* villages elsewhere are any less attractive).

✦ ✦ ✦

Wallingford

DISCONNECTEDLY, I have omitted Wallingford from its rightful place, before Shillingford on the route north. In Wallingford the guidebook is necessary for proper enjoyment but if you have insufficient time for the pedestrian paragraphs, take a glimpse at the very fine bridge over the river, many-arched and probably spanning the very spot where the Romans were accustomed to ford the Thames. Upstream from Wallingford, and inaccessible by road, is Benson lock, which I find it impossible to picture except drenched with sunshine, for the good reason that I once approached Benson on a baking summer day to see the lock-keeper stretched full length on the great timber bar of the lock gate, fast asleep. My motor cruiser had a Klaxon horn, and I sat for three

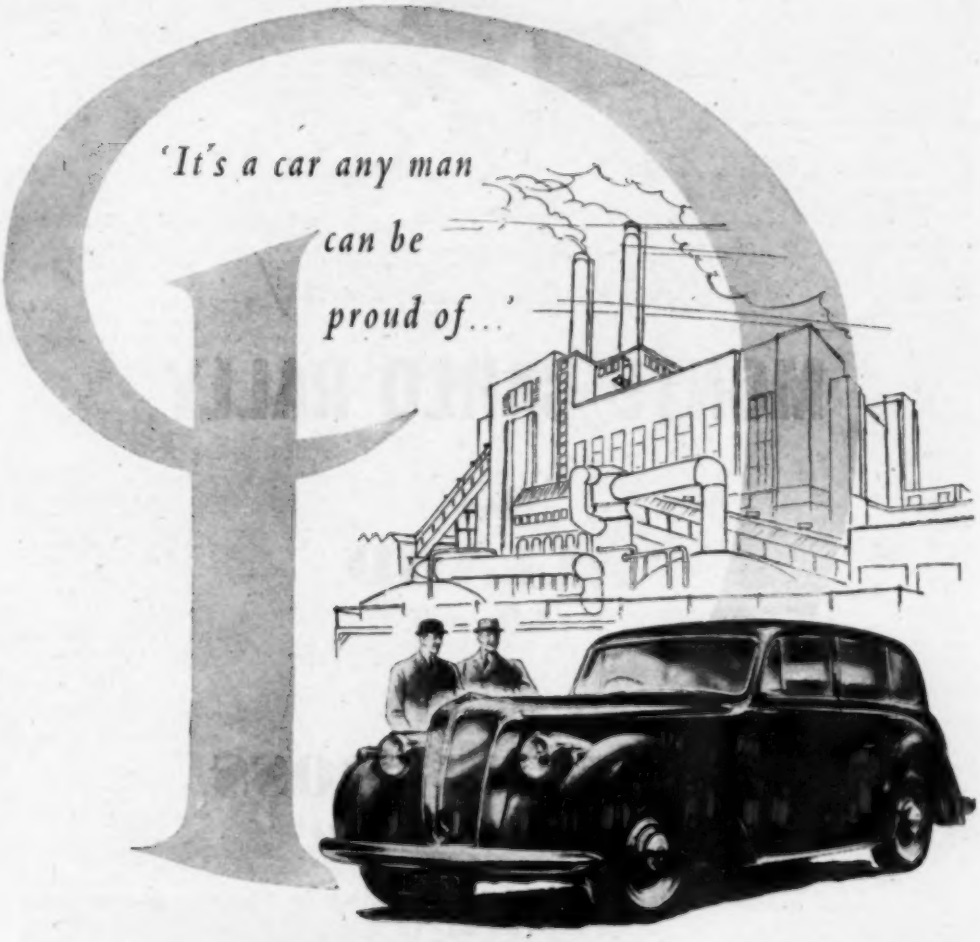
quarters of an hour rather than inflict it on the keeper. "Why didn't you blow?" he asked. "What, on a day like this?" I countered, and he understood.

But we are off the road, and you have probably reached Oxford by now. I will leave you to it, for Oxford should need no description (which does not mean, Mr. P.C., that I have never been there).

✦ ✦ ✦

Westward

AFTER Oxford the Thames turns west and dwindles to its source. To my mind it loses its attractiveness on the way to the Cotswolds, and I am always glad to retrace my steps and come back down the valley with the ponderous waters. To any motorist who feels disposed to linger in these parts for a holiday I would suggest Pangbourne as a good centre in which to stay; there are three hotels, although one of them has just suffered a disastrous fire. While there, you should pick your way down to Mapledurham on the north bank, which is a village in retirement about a mile downstream. And finally you might sense the way in which the village is dominated by the river by remembering that, under its influence, Kenneth Grahame wrote *The Wind in the Willows* as a result of living in Pangbourne. Stay there long enough and I think even a mundane motorist might write in praise of the Pangbourne Thames; but I doubt if it would be another *Wind in the Willows*.



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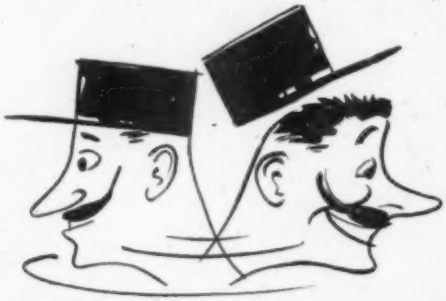

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NEWS and VIEWS

Nuffield Cars for Belgium

ONE result of the Brussels Show was the orders for Nuffield vehicles for Belgium which, at a 5,000 total, were as many as were sold there during the whole of 1951. Nuffield Exports, Ltd. claim to be the main British supplier of vehicles to this market, which is the organization's biggest European buyer.

Lea-Francis Prices Up

LATEST car price increases are those of the Lea-Francis company, the price list now being as follows:—

	Old Total £	s	d	New List Price £	New Total £	s	d
Fourteen chassis	971	17	1	940	1,074	1	6
Fourteen saloon	1,759	5	6	1,340	1,930	7	9
Fourteen estate car	1,572	12	3	1,310	1,983	14	5
Eighteen chassis	1,048	10	7	900	1,150	15	
Eighteen saloon	2,148	3	4	1,530	2,365	18	11
2½-litre sports chassis	997	6	4	920	1,099	13	9
2½-litre sports	1,774	16	8	1,254	1,952	3	3

More Motorists

FURTHER emphasis on the growing popularity of motoring is provided by figures compiled by the R.A.C. Despite the excessive increases in fuel and running costs generally, the number of routes issued to members in 1951 was a record by a substantial margin. Excluding foreign touring the 1951 total was 193,273, compared with 182,450 in 1950 and 165,829 in 1938, which was the peak pre-war figure. The mileage covered by the routes showed an increase of 6,155,167 miles over 1950.

Pedestrian Crossings

BECAUSE of the doubts about the legality of the new striped pedestrian crossings, which arose as the result of an unsuccessful prosecution at Bristol on January 24, the Ministry of Transport has made the following statement:—

"It is considered that nothing in that decision detracts from the legality of any crossing marked with stripes, beacons and studs in accordance with the new Pedestrian Crossing Regulations, and included in the scheme of pedestrian crossings duly approved by the Minister under Section 18 of the Road Traffic Act, 1934, and still in force."

Work is in progress on the Road Research Laboratory's pedestrian crossing experiments in Lewisham, London. This beacon is being equipped with a flashing light. (See accompanying paragraph.)

Pedestrian crossings have come in for a great deal of strong and justified criticism from drivers because they cannot easily be seen after dark, and experiments are being made by the Road Research Laboratory to discover an efficient method of overcoming this difficulty. The crossings on which the experiments are being made are in Lewisham, London.

At ten crossings the beacons will be fitted with lamps so that the globes can be made to show either a steady or a flashing amber light. Both methods will be used in the experiment. Three of the crossings will be lit from above by mercury or sodium floodlights, and on one crossing amber traffic lights will be fitted to a post on an island in the middle of the road, and arranged to give a flashing light. Another method which would appear to hold considerable promise is the use of a road stud, similar to those used for aircraft runways, which projects slightly above the road surface and which is wired up to give either a steady or a flashing light.

Black stripes on some of the crossings have been given special treatment which roughens them so that they show up darker and in greater contrast to the white stripes in street lighting. The results of these experiments, and the official action subsequently taken, will be awaited with keen interest, because there is no doubt that at present the pedestrian may be lulled by what may seem to him to be the adequacy of ordinary street lighting into a false sense of security.

The Gran Turismo Dyna Panhard, with coupé body by Allemano. (See accompanying paragraph.)

Panhard "Sprint"

A NEW version of sports-touring car is being built in Italy on the Dyna Panhard Sprint chassis. It is a particularly attractive two-seater with an all-metal and aluminium body by Allemano. The model will fit the regulations of the Gran Turismo category of the semi-production cars in Italy. The sponsors are Scuderia Ital-France, of Milan. The firm is expected also to race a Frazer-Nash in forthcoming sports car races.

The Siata sports car, of which a fair amount has already been heard, will be built completely by the Fiat company, which will now sponsor the car. A V-eight 2-litre engine is used, which is expected to produce some 90 to 100 b.h.p. on normal fuel.

NEWS and VIEWS . . . . . continued

Nuffield-Austin

IT is not likely that any new model will be produced as the result of the amalgamation of Morris and Austin interests, according to Lord Nuffield, who is visiting Australia. Deliveries of British-made cars to Australia would probably drop by about ten per cent this year, he said, because of the shortage of steel. There might be a further drop owing to rearmament.

Gordon Stewart

AS was briefly recorded last week, Mr. Gordon Stewart, managing director of Stewart and Ardern, Ltd., died suddenly on January 21. He served an apprenticeship with the Wolseley Tool and Sheet Shearing Co., the firm which manufactured early Wolseley cars. When he was 24 he set up a business at Empire House, Piccadilly, in London, where the firm of Stewart and Ardern was founded.

Meeting Mr. W. R. Morris, of W.R.M. Motors, Ltd., Oxford (Lord Nuffield), was the first step to a contract for selling Morris cars in 1911, and his firm was, of course, to remain firmly associated with Morris distribution in London thenceforth. Apart from his motoring interests Gordon Stewart had been a successful farmer in Surrey for many years, and his interest in the stage had prompted him to acquire the Strand Theatre in the Aldwych, London.

Air Ferry Fares

FOR the fourth successive year Silver City Airways have reduced their fares for flying cars across the Channel. The new rates include reductions of up to 20 per cent on the 47-mile route between Lympne and Le Touquet, and comparable fares for the new 92-mile service between Southampton and Cherbourg.

The smallest cars may now be flown to Le Touquet for £12, compared with £16 last year. The biggest cars will cost £24 for the single journey. The cost for the longer journey from Southampton to Cherbourg will in each case be £3 more than the fare to Le Touquet.

For reasons outside the control of the company, passenger fares to Le Touquet have been raised by 5s to £2 5s. The Cherbourg fare is £3 15s.

Canadian Problem

DURING the past year *The Autocar* has from time to time recorded the adverse effect on sales of British cars in Canada by the credit purchase restrictions which were introduced in that country. Mr. William A. Wecker, president of General Motors of Canada, says that it is hoped that the current tax and credit restrictions may be modified, which would, of course, assist the sales of British cars. In May, before the restrictions, 39,000 G.M. cars were built for sale in Canada and in October the number had fallen to 22,000. There had been many attempts to export Canadian-built cars to solve the problem of decreasing employment, he said, but these efforts had not been entirely successful.

World Business

AS already recorded, Mr. L. P. Lord, chairman and managing director of the Austin company, left England in January for a world trip. After calling at Bombay, Colombo and Fremantle, Mr. Lord is going on to Adelaide, Melbourne and Sydney. During the month he is to spend in Australia he will visit the company's body assembly plant at Melbourne and inspect the site and plans for the new plant in Sydney. He is going on to New Zealand.

Australia is the best world market for Austin vehicles and during 1951 Austin led amongst British makes in sales in Australia. Mr. Lord's tour will continue via the Pacific to Canada, and when he returns to England on April 30 he will have been away for nearly four months.

Action on Accidents

THE standing joint committee of the R.A.C., A.A., and the R.S.A.C. are taking some timely action to combat the present almost hysterical outburst against the motorist who is accused of being addicted to "the lure of speed" and so on.

The committee is to press for a detailed analysis giving much more factual information about the cause of individual road accidents. It is pointed out that although there has been an increase of some 212,000 vehicles on the road during the last twelve months, little or nothing has been done to improve the hundreds of "black spots" where accidents continually occur and where they will inevitably go on occurring until positive remedies are applied. It is said that the nation-wide programme of road modernization, which is so urgently required, cannot be afforded. The committee asks the blunt question whether the country can afford the present rate of road accidents.

It is suggested that the police should pay much more attention to dangerous and careless road behaviour by *all* sections of the community, and less time on purely technical offences on the part of drivers which have little or no bearing on safety.

London-Cape Record

A NEW record from London to the Cape has been claimed by Mr. George C. Hinchcliffe who used a Hillman Minx for the 10,500 mile journey. He left the R.A.C. headquarters in London at 6.15 a.m. on December 31 and arrived in Capetown at 4 a.m. on January 22, breaking the record by 2 days, 5 hours, and 5 minutes. He flew the Channel, drove to Marseilles and took a ship to Algiers.

A well-equipped workshop is the goal of many motorists—and many motorists have a weakness for accessories. However, Pierre Alidière, whose car is used as a Paris taxi, cannot wait to get back to the garage to work on his multitude of inventions. In the space normally reserved in a taxi for luggage is the workshop, with a ventilator above the windscreen. Lower left in this picture is a white cuff with a red spotlight which has been proposed to the police for their use in traffic control and for road patrols. The propeller on top of the car charges a spare battery and supplies additional current for radio and lights.

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★ The car was entered by Mr. W. M. Couper, who thus repeats the success he achieved in 1949 and 1951 by winning—with a Bentley Mark VI Saloon—the Grand Prix D'Honneur du Concours de Confort.

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Turn indicator lights are built into the grille of the Simca Aronde as small oblongs, seen just under the head lamps. The 1952 Buick (left) has extremely large chromium-plated indicator lamps mounted prominently on the bumper.

"Thisaway? Thataway?"

HOW SHOULD CHANGES OF DIRECTION BE SIGNALLED, BY SEMAPHORE OR FLASHING LIGHT? by A. G. DOUGLAS CLEASE, B.Sc., A.M.I.Mech.E

IT appears that the whole question of mechanical signalling devices is receiving Official Attention. That is all to the good in one respect, because one type of signal is used in this country, another type in America, while both are in use on the Continent. There might easily arise therefore—in fact, it appears already to be arising—an uncertain legal situation similar to that which for so long bedevilled the users of utility-bodied cars. On the other hand there are, of course, sceptics who distrust any Official Attention because they contend that it so often appears lacking in practical knowledge of the subject to which it has attended.

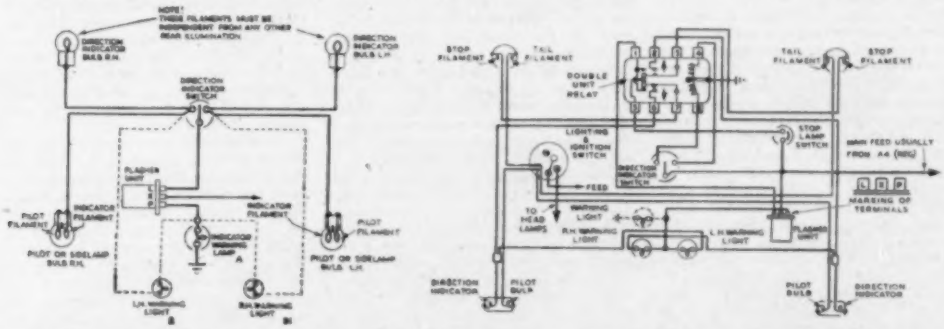
Lest there should be anything in this sceptical contention it is well to ventilate thoroughly the subject of mechanical signalling devices, which can be taken to include: (1) stop lights; and (2) traffic indicators. On stop lights there seems to be general agreement in most countries as to their desirable form and specification, and there is little that need be said about them. As a matter of detail it may, perhaps, be observed that too often a stop light no longer functions, but this is usually because of neglect on the part of the car owner. After all, if a switch becomes defective or out of adjustment, or if a bulb burns out, it is simple enough to seek the appropriate remedy. In its most modern form the stop-light switch is operated by the pressure in the hydraulic brake pipe line and is very free from trouble.

Direction indicators fall mainly into two classes, the semaphore or moving-arm type, such as the Lucas Trafficator so widely used in this country, and the flashing light type—known as flashers or winkers—found on American cars and also popular on the Continent. Before going into the pros and cons of the two systems, however, let us define exactly what we require of them.

1. They should give a clear indication to other road users of an intended deviation to left or right, therefore they must be so designed and mounted that they are readily visible both in daylight and at night.

2. They should be reliable, which may be taken to include reasonable freedom from accidental damage.

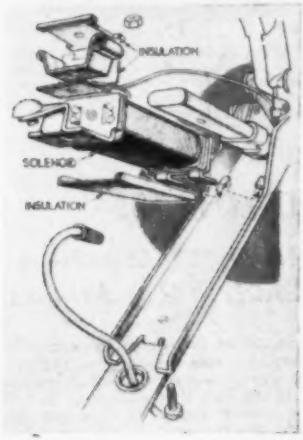
3. The driver should know that they have responded to his move-



The wiring diagram of the simplest form of flasher system, with double filament bulbs in side lights and separate bulbs for the rear indicators. A single warning light is shown, or two separate ones may be included as shown by the broken line connections. In the right-hand circuit the rear stop lamps are used as direction indicators. If the stop-lamp switch is operated while an indicator is working one stop lamp will continue to flash and the other will light up normally. A double relay is included and either one or two warning lights may be fitted.

ment of the control switch, which may be taken to include a knowledge of cancellation when he has concluded his manœuvre.

Now let us consider how the two systems meet the first two of these requirements, leaving the third requirement for later consideration. The moving-arm mechanism has been developed over a long period and in general it gives a very clear indication of the driver's intention because it



The solenoid which actuates the arms of the Trafficators fitted to most British cars.

alters the car's silhouette. Usually it can be mounted to be readily visible on the average closed car, but this is not always so easy to arrange on open sports cars. There can, however, exist blind spots so that, for example, the driver of a following car, if rather over to the left, may not see the right-hand indicator of the car he is following.

With regard to reliability, the semaphore is satisfactory if it is properly fitted in the first place and if it is given the occasional attention it needs. With this statement many may disagree, but they should ask themselves if they are not guilty of neglect. Cases of mechanical or electrical failure are few.

The semaphore is reasonably robust, but it should not be expected to withstand, for example, a blow from the arm of a cyclist edging by in the gutter as one is waiting to make a left turn at traffic lights, as once happened to a car I was driving. Even this can be guarded against to some extent, for there is a C.A.V. indicator for heavy vehicles, which has the arm divided and hinged, so that the outer half can "give" if it meets an obstruction. Nor should the semaphore be expected to withstand a high relative wind speed. It should not be necessary or desirable to signal a change of direction if one is travelling at really high speed, although the operating switch might, of course, be operated accidentally. Should damage result in an extreme case it should, I contend, be regarded as accidental.

Now for the flashing system, usually consisting of two white or amber lights at the front and two red or amber ones at the rear. These may be combined with the existing side and tail lamps, or may be separate lamps faired into the panelling of the body or perhaps mounted in the bumper over-riders. An alternative on smaller cars is a single amber light at each side at about the mid-point of the cantrail. The sudden appearance of a flashing light certainly attracts attention readily, and although "winkers" are set lower than semaphores they can hardly escape being seen, provided the following driver is not so close that his view is obstructed by his own car's bonnet.

Faults in Flashers

Criticisms sometimes made are that the front winkers cannot always be easily distinguished at night when the side lights are on, that they can be obscured by snow or mud, and that signals cannot be seen from a car alongside, as may happen in traffic driving.

Reliability of winkers is largely a matter of the reliability of their bulbs. Freedom from accidental damage is of a high order, even if the winkers are incorporated in the bumpers, because except in the U.S. it is not habitual to bump other cars or obstructions. But winkers cannot be expected to be any more indestructible than moving arms.

We now come to the third condition, that the driver should know that the indicators have responded to his movement of the control switch and have been cancelled as he has resumed a straight path. With the semaphore the driver should know by sound if the arm has responded to the switch. There is a definite and audible "click" from the mechanism. If he fails to notice this it usually requires only a slight turn of the head for him to catch the amber glow out of the corner of his eye. At one time two tiny mirrors were fitted in the roof peak to give a reflection of the signal arms, but these have fallen out of use. They not only allowed the driver to see that the semaphore had responded to the switch, but also that it was still extended if the cancelling device had not worked.

The self-cancelling switch is obviously not always entirely satisfactory. Too often one sees a car proceeding with an indicator still projecting. For the self-cancelling mechanism to operate it is necessary for the steering wheel to be given a certain minimum degree of movement, and when only a slight deviation is made the wheel movement may be insufficient to actuate the self-cancelling device.

There is, of course, the time-element switch, which remains in the position to which it is turned for a given number of seconds, and which then cancels the signal. This was very popular in Germany before the war and it is still manufactured in this country and is specified on a few British cars.

With winkers it is necessary to have an indicator in order that the driver may know that the signal is being given and that there has been no failure of a bulb or of the circuit. This complicates the wiring considerably, and there is a further complication if it is desired to avoid separate indicator lamps and to use the stop lamps for the dual purpose. A special double relay switch must be used to interrupt the feed from the stop-lamp switch. Otherwise, if the brake were applied, as is frequently necessary when about to make a turn, the indicator lamp would receive a steady current through the stop-lamp switch and would cease to flash.

These complications involve the question of cost. Whatever type of flashing circuit be used, either four separate lamps, or existing stop lamps in conjunction with the relay interrupter switch, or lamps containing two separate bulbs or bulbs with two filaments, there is considerable extra wiring. Indeed, the total length of wiring on the car may be increased by as much as 40 per cent, and there is also the cost of the winker unit and relay switch to be considered, so that it has been estimated that winkers may cost 20 per cent more than semaphores.

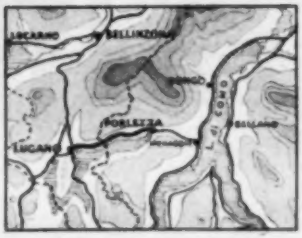
The flashing unit itself is simple, and it is virtually a hot-wire circuit. Current passing through it heats a wire which accordingly bends and interrupts the circuit. As the wire cools it restores contact and the cycle is repeated. The flasher lamp must be photometrically effective and in the U.S. they have to conform to a specification laid down by the S.A.E.

Besides the semaphore and flasher systems there are, of course, others such as illuminated arrows in glass panels, to be seen sometimes at the back of coaches, or a roof-mounted device of signalling lamps which seems to have an advantage from the point of view of visibility but is hardly likely to be popular from æsthetic considerations. There is also the type of semaphore to be seen on large Continental transport vehicles, an illuminated arm about 18in long waving slowly up and down.

As to whether the semaphore or the winker is to be preferred, personal experience on the Continent suggests that both are satisfactory if properly maintained, giving clear, unmistakable signals so that one may manœuvre in confidence. Neither system is perfect, because blind spots do exist in both, varying according to the body design of the car to which they are fitted. In countries where both systems exist side by side one finds champions who hotly maintain the advantages of either system against the other, a fact which itself suggests that familiarity with one or the other plays a considerable part in the views expressed.

For the sheer joy of driving
I'd like to go there in an

ALVIS



"THE SHINING LEVELS OF THE LAKE"

and the fine lakeside road from Swiss Lugano to Italian Porlezza, give place to the "zig-zag paths and juts of pointed rock" of the mountain road over the frontier again to St. Moritz. 82 miles — roughly 5½ hours in the bus. Or smoothly, swiftly and safely 4 hours in your ALVIS.

Photo: Courtesy of the Swiss National Tourist Office.

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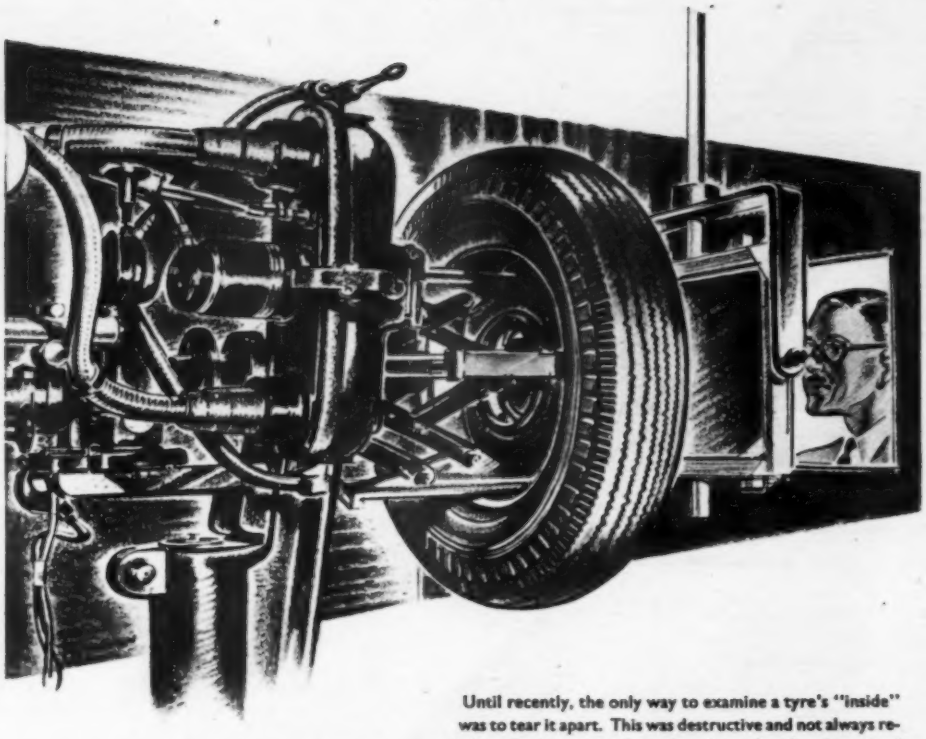


THE INSIDE STORY

Until recently, the only way to examine a tyre's "inside" was to tear it apart. This was destructive and not always reliable. Dunlop research workers have therefore harnessed ultrasonic waves and X-rays into the service of the tyre examiner. These show him quickly and accurately what his own eyes cannot see, the inside structure of a tyre. X-ray examination now means as much to the tyre-scientist as it does to the surgeon. The method used at Fort Dunlop provides a clear and detailed picture of the structure without any need to damage the tyre. Studying these pictures is a valuable addition to normal inspection. Where a permanent record is needed, or for research, the picture is photographed. For direct inspection it can be thrown on a fluorescent screen, as shown above. X-ray viewing, another advance made possible by the Dunlop Research Centre's work, is typical of many tests introduced by Dunlop to secure and safeguard the high quality of your tyres.

DUNLOP RESEARCH

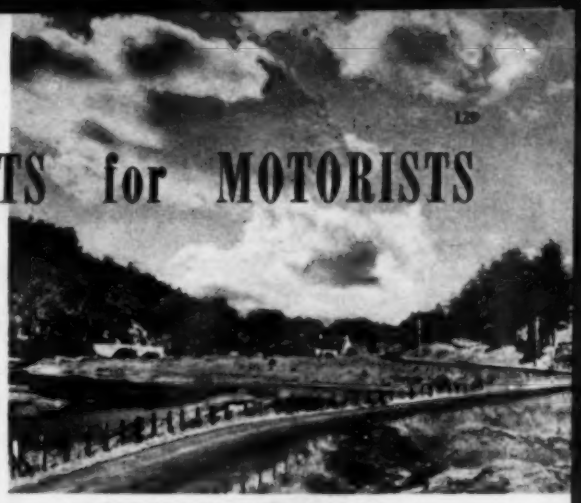
helps to give the world the Master Tyre

130/174

WEATHER FORECASTS for MOTORISTS

OFFICIAL SERVICES ARE BOTH AVAILABLE AND USEFUL

by David Bowen, F.R.Met.S.



The winter climate of Britain is often glorious . .

ALTHOUGH it can be argued that motorists in Britain can generally manage very well without the aid of weather services, it is certainly true that there are only very few who have not, at some time or other, found them of the greatest use, if not essential for safety.

Icy roads, caused by the sudden freezing of moisture on them after the rain has cleared; roads made impassable by snow; fog in which the visibility may drop without warning from half a mile to less than twenty feet; these are the hazards facing the British motorist, even during years like the recent ones, when blizzards and fog have achieved no special records.

From an examination of specified journeys over different parts of the country it appears that, in summer, weather forecasts are helpful to motorists for 10 per cent of all long-distance journeys, and are vital for 3 per cent of them; in winter they are helpful for 90 per cent of all journeys and are vital for between 30 and 40 per cent of them.

It also appears that the increasing use of the forecasts as winter approaches (and the opposite with the end of winter) is more sudden than might be expected, the summer percentages remaining fairly constant between May and mid-October—when the foggy season commences—and the winter percentages remaining nearly constant between the end of October and April.

Before examining the different types of forecasts available, it is worth noting that the A.A. and R.A.C., whenever there is bad weather resulting in bad road conditions, put into operation their emergency weather-reporting services. Patrols telephone their reports from the affected areas to the district centres of the respective organizations, and the information there is available to members.

Emergency Routes

In addition to this service motorists can benefit from the fact that the information is periodically passed to the Press and the B.B.C. for inclusion in news bulletins. And where roads are blocked by snow, or flooded, emergency signs warning of the danger are erected within a very short time, and alternative routes given, as many motorists are aware.

The A.A. and R.A.C. do not, however, compile actual weather forecasts. These are issued by the Meteorological Office, and are again available either to the motorist direct or through the Press and the B.B.C. The latter forecasts are well known, but it is not so widely realized that motorists can obtain forecasts by telephone direct from the nearest Meteorological Office forecasting centre. They are:

Meteorological Office	*Telephone Number*
London	HOLborn 3434, Extn. 629.
Abingdon	Abingdon 288, Extns. 121, 209.
Aldergrove, N.I.	Antrim 2202, Extns. 125-7.
Bawtry	Bawtry 363-7, Extns. 45 and 111.
Eastleigh (Southampton)	Eastleigh 87228-9, Extn. 10.
Gloucester	Gloucester 24465, 6 and 7, Extns. 109, 113.
Mildenhall	Newmarket 3151, Extns. 15, 25. Mildenhall 2281-2.
Pitreavie	Inverkeithing 264-7, Extns. 118-9.
Plymouth	Plymstock 2224, Extns. 108-9.
Preston	Preston 4602, Extn. 20.
Renfrew	Renfrew 2352, Extns. 21, 23.
Shawbury	Shawbury 351.
Speke (Liverpool)	Garston 1240, Extns. 21, 22. Garston 2437.
Upavon	Upavon 7-8, Extns. 8, 9.
Wattall	Nottingham 45731, Extns. 230-1.

These offices are open daily from 9 a.m. to 5 p.m. on Mondays to Fridays, and from 9 a.m. to 1 p.m. on Saturdays, with the exception of the London office, which is open day and night on all days of the week. No charge is made for information given.

It is important, as soon as you talk to the forecaster, to tell him that you are a motorist, the route you intend to take, and when you intend to leave. This is because he is dealing with enquiries from many different sources, and the quicker he can realize the particular need the easier it will be for him to frame the forecast; that is, to give the facts that are essential to the enquirer and to leave out any that are comparatively unimportant, and that may, in certain cases, only cause confusion.

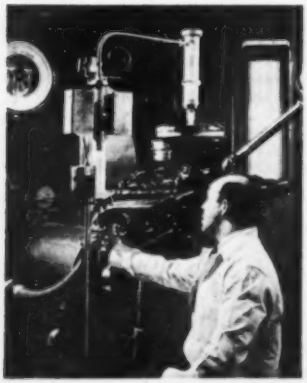
Until accurate long-term forecasts are available in this country—and it will probably be many years before they are—motorists will find weather averages of considerable use, particularly if these can be backed up by a knowledge of the deviations from average in fairly recent years. Statistics of average weather conditions for all districts of Britain are available, but it generally requires the services of a climatologist to interpret them for a particular purpose. The Meteorological Office climatological sections deal with many queries of this nature, and often it is possible to determine from researches such conclusions as the best days or weeks to attempt certain routes and the approximate number of times (and when these are), when it is reasonable to expect the routes to be either hazardous or impassable. Naturally, for this kind of work there may be some delay, according to the amount of research that has to be done, and there is a small charge. The records for England, Wales and Northern Ireland are at the Meteorological Office, Headstone Drive, Harrow, Middlesex, while those for Scotland are at the Meterological Office, 26, Palmerston Place, Edinburgh, 12.

Despite shortcomings, the weather services at the motorists' command are varied and useful, and from time to time there are improvements in facilities or extensions in previous facilities. The comparatively new television weather service, for example, has been found very helpful, and likewise the new "regional" weather forecasts on the Home Service of the B.B.C. every day at 5.55 p.m. These give detailed forecasts for twelve hours ahead within the particular listening area, as well as the general forecasts for the whole of the country.

. . . but it has to be admitted that it can be damp at times

Ford's Continental Nineteen Fifty X experimental car has a translucent sliding sunshine roof of anti-glare material.

In a passenger seat, a "mechanical man" records exactly how much he is being bumped, swayed or forced forward. He has the weight and centre of gravity of an average man.



Dust, from the California - Arizona deserts, being fed into the air cleaner of a Lincoln engine.

Ford Looks Into the Future

ENGINEERING DEVELOPMENTS AT DEARBORN

"ATOMIC research, thus far, has taught us that we have only scratched the surface in our use of the atom's outer electrons as a source of power. It is highly probable that some day this source of power will be made available. We will be greatly concerned with nuclear power as a source suitable for use as a propellant. This is a gamble which we believe is worth looking into. *We expect to place a few chips in that pot . . .*"

These significant words (the italics are mine) were part of a welcoming speech to the Press made by Mr. Andrew A. Kucher, director of the Ford Motor Company's scientific laboratory at the Dearborn, Michigan, plant.

The occasion (referred to briefly in *The Autocar* of January 25) was the recent official invitation by Henry Ford II to a tour of "top secret" engineering staff laboratories, which included a preview of 1952 models.

Although the Ford organization is currently engaged on an extensive programme of defence production, this has fortunately not necessitated any serious curtailment of research or manufacture in so far as they affect passenger cars. One reason has been the tremendous expansion of the engineering staff, more than trebled since 1946, when it numbered some 1,400 technicians.

Mr. Ford himself had this to say: "Our 1952 cars speak for themselves as the finest we have produced in 48 years of Ford history. And our research and development engineers already are well along on cars of the future . . ."

This statement could be construed as lending added weight to Mr. Kucher's remarks about the possibilities of atomic power, particularly when considered against the present background of experimental armaments work. However, this obviously is looking rather far into the future. Of more immediate interest to millions of potential customers are the 1952 Ford, Mercury and Lincoln cars now about to go into big-scale production. All three, as described last week in connection with the Brussels Show, have considerably revised bodies in the styling and detail sense, together with more chromium; but only Ford and Lincoln feature new engines.

Engine Prospects

In describing the new Ford and Lincoln engines, Mr. Earle MacPherson, Ford chief engineer, referred to them as "the opening guns in a long-range programme designed to provide all Ford products with lighter, more powerful engines of increased economy and better overall performance." He added that these engines "incorporate the latest technological advances, taking advantage of improved fuels, new metallurgical discoveries, modern production techniques, precision inspection and quality control devices." The prototype Continental Nineteen Fifty X, as yet without engine or set specification, also aroused speculative interest, even though the Ford company has expressed no intention of putting it into production.

Particularly interesting is a Ford innovation designed to reduce the high cost of hand-building prototype bodies for new models. Superseding the slow,

Left: A new prototype Lincoln model takes shape on body jigs, which hold panels produced by the Kirksite process in position for welding. Right: Towing a truck which is built as a mobile dynamometer. It has an electric brake.

laborious process of hammering out by hand on wooden forms some hundreds of required sheet metal body parts, the new method is about as simple as pouring metal into a mould. Using a soft-metal, zinc-base alloy called Kirksite, Ford technicians can now make dies from plaster duplicates taken directly from original hand-made mahogany die moulds. These dies naturally do not have the hardness and durability required of their counterparts in actual production, but they are entirely suitable for stamping out limited quantities of experimental body shapes. What is more, such temporary dies can be made very quickly and discarded in favour of different ones at a very moderate cost.

Another advantage of this new method is that it turns out stampings as accurate and of the same quality as in actual production. The old method of hammer-forming prototype bodies by hand entailed the risk of thinning down the metal too much, so that in places where it was under-gauged weaknesses might arise in the panels. Also, where formerly a hand-made section required two panels, it can now be fashioned in one piece. The Ford company, first to adopt this process in its entirety, feels that the $500,000 (£178,571) spent on special tools and equipment will be more than offset by the time saved and the greater accuracy of results. Some 73 prototype 1952 cars were pre-fabricated on Kirksite moulds with a vast saving in time and consequently in cost.

Among the many interesting things to be seen on the impressive Ford acreage at Dearborn was the dynamometer building, first completed unit of the new $50,000,000 (£17,857,100) research and engineering centre. Equipped with every conceivable facility for engine testing, this is one of four architectural projects started in 1946 to perpetuate the memory of the late Henry and Edsel Ford. The other three buildings will comprise a dual-purpose engineering building; an engineering test building and a maintenance building. Construction, it is hoped, will be completed late this year.

Another Ford project under way is a new scientific laboratory which, it is hoped, will commence operations this summer. It promises to become one of the most complete industrial research centres in the world. Included in the 150-man staff will be university and industrial scientists from five major fields, who will undertake research in two general areas. The first will relate to new devices having a commercial use, whilst the second will explore pure sciences, including the creation of new materials. The development of electronic control devices will be studied, alongside the results of experiments into future types of propulsion.

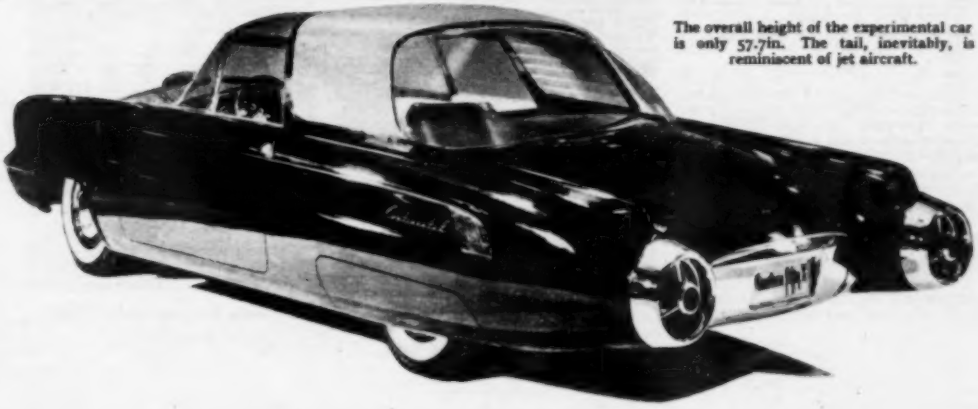
Also of special interest to the visiting Press on this occasion were the Ford styling studios, never before opened to inspection. Here, stylists could be seen at work on original pencil sketches, renderings, three-eighths scale clay models and full-size scale models of future cars. The 1952 prototype models, by the way, fabricated by the Kirksite mould process, cost $75,000 (£26,785) apiece, and in these Ford achieved a degree of accuracy not previously attained.

At the Ford test track visitors had the opportunity of meeting drivers whose job is to cover some five or six million miles annually in an endless search for mechanical or other defects. Test driving is, of course, not confined to the track, but embraces highways of all types throughout the United States, and also test stations as far apart as Arizona and Pennsylvania.

JOHN BEINTLEY

Applying sound-deadening material to a test vibration plate. It is sensitive enough to measure the damping effect of a handkerchief.

The snout contains a test rig for measuring air flow, and fan and radiator performance, of experimental under-bonnet layouts.



The overall height of the experimental car is only 57.7in. The tail, inevitably, is reminiscent of jet aircraft.

Newton Small (Jowett Jupiter) executed an exciting slide. There were plenty of cameramen in the background to record the incident !

DEL MAR CHRISTENING

EXCITING EVENTS ON NEW U.S. CIRCUIT

THE new course at Del Mar (near San Diego in the very south-western corner of the U.S.A.) is the most important step forward in road racing in the Western U.S.A., for it is nearly perfect—a very interesting course which can be seen almost in its entirety by the spectators, despite a very respectable length of 2.7 miles. It is situated on a gentle slope only a few hundred feet from the cliffs which drop off into the Pacific Ocean and is bordered along the upper straight by a lovely row of eucalyptus trees. Unfortunately, for the first race, held recently, the surface was unimproved and in places the asphalt was very rough ; one or two corners were very slippery, and drivers had a rather rough drive. The fast straights were in perfect condition.

The first event was for stock sports cars ; a Jowett Jupiter soon went into the lead, but Virgil Strawn in a black TD, driving with great determination, finally passed the Jupiter and carried on to victory.

A five-lap Ladies Handicap Race was an innovation for the California Sports Car Club and was enlivened by Mrs. Ganshaw stuffing her boat-shaped Morris special solidly into the hay bales. The girls made no further errors and the race came off successfully with Josie Von Neumann (M.G.) passing the field just before being caught by the Jaguar of Myra Zeiler and so coming home the winner.

A Pack of 24

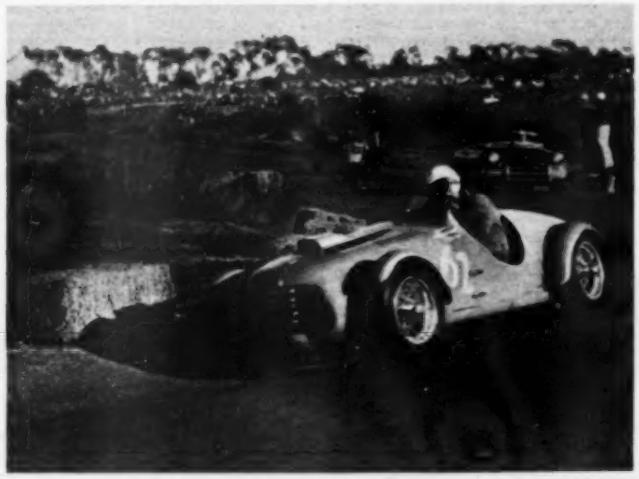
For the main event starter Ralph DePalma sent 24 cars off on some of the best racing ever witnessed in that part of the world. The more experienced drivers got into no trouble in the fast first left bend, although there was much passing and scrambling for position. At the end of the hectic first lap Michael Graham had his white Cad-Allard in the lead, closely followed by Phil Hill at the wheel of a special V8-engined TC M.G. In the 1,500 c.c. fracas Johnny Von Neumann came by 50ft in front of R. Barlow (Simca).

The next lap saw further changing of positions and on lap 4 Phil Hill passed Graham's Allard and began one of the most remarkable drives imaginable. Even on a smooth course the car is difficult to handle yet on this very fast and rough circuit Phil Hill wrested the lead from Cad-Allards, special Jaguars, Mercury Specials, and so on—all in the hands of very capable fast drivers. The crowd was in a state of high excitement watching Phil keep the dancing TC on its course at high speed.

On the eighth lap Graham again took the lead with the Allard followed by Don Parkinson in the light and fast Jaguar special. Although Barlow and Johnny Von Neumann were passing and repassing each other on the corners and the upper straight Barlow managed to keep his Simca in the lead as they came past the pits. On the 17th lap Don Parkinson forced his Jaguar into the lead, only to lose the next time round to Phil Hill when he hit a hay bale and had to make a pit stop. However, by the 24th lap serious trouble slowed Hill and brought his superb drive to a finish and he retired on the 27th. At this time Graham was again in the lead and Parkinson had worked his Jaguar from fourth to second. Bob Path in his excellent Mercury Special (tubular chassis) had been in third place, but now he, too, retired, another Mercury Special taking his place. The Simca was now in fourth place in the overall position as well as being in the lead of the 1,500 c.c. race. In the 35th lap Barlow got the winner's flag for the 1,500 c.c. event. He was permitted to continue for a place in the San Diego Cup Race as well.

Now Chuck Manning in another of the Mercury specials put his foot down and moved into third place for a lap—dropping back when he drove through the hay bales and almost fell into a 15ft gulley ! At this time the Cannon Special also crashed in a most spectacular fashion. Barlow now found himself in third place—only to be unexpectedly passed by Harry Steel, whose Jaguar had apparently regained some braking power and speed.

Graham's pit crew now gave him the faster signal and in two laps he caught Parkinson, who had been leading with the Jaguar ; a real battle for the finish seemed about to develop. Parkinson repassed the Allard when Graham skidded on the difficult first right ; but under full throttle the Jaguar began to overheat and Parkinson had to make the difficult decision as to whether to try to hold the Allard or to ease off and be certain of second place. He chose to be sure of a place. However, there was still a fight going on between Barlow's Simca and the Jaguar of Harry Steel—the Simca passing on some of the corners only to be repassed on the straights. On the 49th lap Barlow tried to lure the Jaguar into a corner at too high a speed—hoping that the fading brakes would cause Steele to use the escape road—but found himself in trouble instead and lost 200 yards while getting out of the hay bales ! Thus the race ended—Michael Graham in the Cad-Allard a deserving winner, Don Parkinson (Special Jaguar) second, Harry Steele in a well-earned third place and Barlow (Simca) fourth.



Roger Barlow's Simca leading the Muntz Jet and Johnny Von Neumann's TD M.G.

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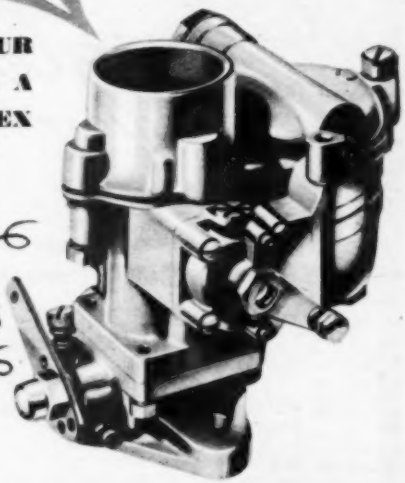

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Rally winners Allard and Warburton storm up the Col des Lèques in the Allard with which they started from Glasgow.

Britain First and Second

ALLARD AND SUNBEAM-TALBOT HEAD LIST IN THIS YEAR'S GRUELLING MONTE CARLO RALLY: SIMCA THIRD: FIVE BRITISH CARS IN FIRST SIX IN GENERAL CLASSIFICATION

THE 1952 Monte Carlo Rally, by far the hardest that has been run for many years, has resulted in a resounding triumph for British cars. The whole rally was won by that veteran British driver, Sydney Allard, handling one of his own cars. Second to him came a Sunbeam-Talbot, which was driven in the all-deciding regularity test by young Stirling Moss, while, to clinch the success, a Mark VII Jaguar took fourth place, a Jowett Jupiter fifth, and a Mark VII Jaguar sixth, giving the British industry five out of the six first places in the rally.

Weather conditions were phenomenal. No crews before had ever faced such ice and snow as made the last section of the road run treacherous to an extraordinary degree, while the final test on the tortuous course above Monte Carlo was rendered extremely difficult because ice lay below a thick coating of wet snow for two-thirds of the distance.

Below: Sydney Allard (centre), winner of the 1952 Monte Carlo Rally, with his co-drivers Tom Lush and Guy Warburton. Second in the Rally was Stirling Moss linking hands across the Sunbeam-Talbot bonnet with co-driver John Cooper (Sports Editor of *The Autocar*. The third member of this team is Desmond Scannell, secretary of the B.R.D.C.

The general scene at the Rally control in Paris, with all the cars still looking unbent and highly polished.

RESULTS SUMMARY

1. Allard 4,375 (S. H. Allard).
2. Sunbeam-Talbot 2,267 (S. Moss).
3. *Simca Sport 1,221 (Dr. M. Angelvin).
4. Jaguar Mark VII 3,442 (R. Cotton).
5. Jowett Jupiter 1,486 (M. Becquart).
6. Jaguar Mark VII 3,442 (J. Heurtaux).
7. Peugeot 1,290 (C. de Contanze).
8. Talbot Lago 4,482 (L. J. Rosier)
9. Peugeot 1,290 (A. Loyer)
10. Peugeot 1,290 (J. Corne).

11. Austin 2,660 (A. Trigano); 12. Simca Aronde 1,221 (R. Loyer); 13. Citroen 2,867 (J. Lacerda); 14. Peugeot 1,290 (C. de Ridder); 15. Peugeot 1,290 (M. Michy).

*Also winner of 1,500 c.c. class.

Britain First and Second . . . . . continued

THE twenty-second rally from all over Europe to Monte Carlo was every bit as colourful as its historic predecessors and, because of winter whims, a good deal more exciting than any of the other post-war runs. On Tuesday, January 22, each group of competitors was despatched with the blessings of all concerned—and many presents—from Lisbon, Glasgow, Stockholm, Oslo, Munich, Palermo and the Principality of Monaco itself, on the two thousand-odd miles of their journey, pondering on the possibilities of weather reports which promised adventure aplenty. Of the 369 cars entered, 328 actually started, one of those missing being, unfortunately, no less a person than Jean Trevoux, four times winner of the rally.

The British contingent, relieved to be free from the most unpleasant fog which had made the previous evening exciting, had little trouble with the snow and ice on the way from Glasgow to Llandrindod Wells, a comparatively easy run through to Folkestone (as described last week), and a mercifully smooth passage across the Channel. One car, Quero's Hillman Minx, was late; the remainder were in fine fettle and not to be deterred by those insidious rumours of horrific weather ahead which arise whenever and wherever competitors assemble, no man knowing how.

Pit work by the Moss team as they change back to snow tyres just before Berne.

In the glare of arclights K. E. I. Heiniuo gets under way in an Allard at Stockholm.

Away in Spain the Lisbon group came upon ice and snow early, losing Savoye's Singer by Bordeaux; the Scandinavian contingents from Oslo and Stockholm faced frozen roads all the way, but that is their natural condition all through the winter, merely adding *joie de vivre* to the pleasant business of exceeding the 30 m.p.h. schedule by as much as possible. True, Sandgren's Mark V Jaguar was late at Odense, and one unfortunate caught exceeding the Danish speed limit was relieved of many pounds—or their equivalent—there and then on the spot, but there was nothing of real winter as yet.

Curiously enough, and this shows something of the gamble inherent in the rally, it was the Italians from southerly Palermo who ran into snow and ice quite early, the antics of some of the very fast cars being a notable spectacle thereafter. And though the Black Forest on the route from Munich has an ill reputation in winter, no one expected quite as much ice as was encountered on that section, with the result that Von Ooy's Fiat, Franklin's Austin and Lesieur's Simca were late, and Madame Stockhausen's Volkswagen was eliminated ere the section had cleared Germany.

From Monte Carlo it was tough going right from the start, for snow and ice were all over the hills; snow had even achieved the historically impossible by falling in the Principality itself, though the scandalized officials removed it instantly. The night run was bitterly cold, the many corners of a difficult route were very treacherous, and the group lost the only Australian competitor, F. E. Davis with an Austin, together with Schieck's Opel, before Chambéry; Dewez's Nash,

Stirling Moss, J. A. Cooper and Desmond Scannell pass in a whirl of spray in the regularity test.

Dr. Noix's Peugeot, and no less than Madame Rousuli's Simca, were late at the same control.

Up in Switzerland near Geneva conditions were worse, even worse still because of fog round about Lausanne, and because huge lorries with head lamps ablaze might be met round any ice-bound corner, with the result that Barendregt's Kaiser was added to the list of those losing points for late arrival at Berne.

In the spacious control of that picturesque city the scene was colourful in the extreme as the cars poured in, this year's crews being addicted to phenomenally vivid costume. Next day the Palermo contingent arrived at this same control in, if anything, still worse weather.

But by the time all the cars had reached the circuit Liége-Amsterdam-Brussels-Paris, and so become a concentrated rally, it had been a pleasant run with little to worry the real rally driver unduly; and with plenty of opportunity to get time in hand for rest and meals and service for the cars. One or two crews were even worried lest they were discovered to have exceeded the maximum limit. At all controls the officials gave of their best; messages could be sent free, food and drink were plentiful and nothing was left undone that might help the competitors. There were even some crews, new to this year's rally, who thought the whole thing remarkably easy and wondered what all the fuss was about. They soon discovered.

Losing little in the way of points, the whole rally proceeded apace down towards Bourges. Policemen on fast motor cycles piloted competitors through the more involved cities, Amsterdam, The Hague, and Paris, and did it with such verve as to terrify those crews who had always proceeded with decorum through the same cities; while here and there the even wilder drivers of special pilot cars caused alarm and despondency by careering along at racing speed, ignoring such trivialities as traffic lights at red, or those little illuminated mushrooms which the French civic authorities love to use. Over these the wild men drove with complete abandon, leaving terrified competitors to follow unwillingly or become utterly lost.

Ferrario's Alfa arrived in Paris with the whole of its left side in a terrible mess of twisted steel sheet, owing to a collision with a non-competing car away in Belgium, and one or two others bore visible signs of stress. Unfortunately, there had been a very serious accident near Mons, where the Swiss, Berger, collided with the rear of a lorry, wrecking his Citroen completely and receiving injuries from which he subsequently died. And as the complete rally sped down the good main

One of the first at the Digne control was the Citroen of the Portuguese crew of Dr. J. Lacerda and J. Azarujinha, which was thirteenth.

Britain First and Second . . . . . continued

roads to Bourges ominious signs of more trouble appeared. Here and there a lorry appeared, its flanks covered with snow, gradually the sky turned that leaden colour which heralds coming snow, and the whole character of the event changed as of evil intent.

What then happened on the Bourges-Valence section would fill several books, yet leave much untold. At the best of times it is a twisty, rather dangerous, run. Now, suddenly, came snowstorms, with the result that the cars ran into what seemed a barrage of whirling white flakes which, after a time, had a queer, hypnotic effect, so that it became difficult to retain an exact sense of direction. The roads, moreover, were covered with snow lying on ice already formed, than which nothing can be more treacherous; to add to the trouble there were long stretches of heavy mist through which it was impossible to hold the average.

Within a matter of minutes some sections resembled the retired car park of a long race more than a short section of a rally route, for the road was lined with stationary cars—some in ditches, some stopped for the crew to fit chains, some being pushed in the hope that sooner or later the spinning rear wheels would grip. Chiron, who had been driving with more than his usual verve, was in the ditch twice. Once he got the Alfa out easily; the second time a gang of men with a rope was necessary. Just as the car moved a little under their panting efforts, round the corner would come another competing car, skidding wildly. Promptly the rescue squad jumped for safety and the car subsided again.

R. E. Holt, with an M.G., collided head on with a lorry, the car being badly damaged; Walton's Bristol crew found themselves looking over an extremely nasty precipice; Waring's Jaguar was ditched; so was Wilkins' Jaguar; Bradnack's Jaguar slid right round in avoiding

One of *The Autocar* Press cars, with S. C. H. Davis and W. E. Banks, photographic staff, pass a Rally prang *en route*.

Chiron's car, and Mrs. Wisdom's Sunbeam-Talbot slid until one wheel overhung a precipice, remaining poised while its crew abandoned ship without comment and without panic in complete calm, thereafter working the car neatly back to safety. Sleeman's Sunbeam-Talbot "hit it just after Bourges," in its crew's language; Wharton crashed, Oscar Moore crashed, Ian Appleyard, seeing nothing in the blizzard, could not maintain speed, nor could Tommy Wisdom with the big Daimler. Reece, from Glasgow, with a Ford Anglia, had to replace a petrol pump in this same blizzard, with the chance of being rammed at any moment, and Kemsley, when asked afterwards how he had fared, replied that he "had seen lots of cars disappearing over the top"—which was a mite discouraging. The only Greek crew, which included the famous Miss Loukia Pappou, could not hold the average and were ditched, and Mrs. Vaughan's Javelin, in the hands of this veteran's co-driver, hit a wall with the tail and caught fire, the blaze being extinguished by the crew.

The Jowett Javelin of G. Norlander is treated to one of the more unusual types of snow chain.

It was a shambles from now on. People who had retired to ditches took hours to get out; people who were not in ditches could not get their cars up the gradient on account of wheelspin, and very many stopped because they were baulked by other competing cars, being themselves stationary, and thereafter could not restart.

One amusing incident concerned an Italian driver, whose car had slid badly into a ditch. He attempted to stop a British car in the hope of receiving a tow out. The British driver was unable to tow him, because he also was very late, and so departed, followed by the Italian running and screaming; and it was not until the next control that the British driver found that the Italian had attached to the back of his car the only tow rope he possessed.

Wharton's crash, mentioned earlier, proved to have been sensational. His Zephyr slid off the road on a turn, down a considerable drop, to fall on the body of a Citroen which had already gone over, the Citroen itself being on top of another car which had previously crashed at that point.

So it happened that when the control at Valence was reached only Becquart's Jowett Jupiter, Trigano's Austin, Cortanze's Peugeot, Dufour's Oldsmobile, Michy's Peugeot, Rosier's Talbot, Clarou's Citroen, Cotton's Jaguar, A. Loyer's Peugeot, De Ridder's Peugeot, van de Kaart's Porsche, Dr. Angelvin's Simca, Corne's Peugeot, R. Loyer's Simca, Collange's Simca, Stirling Moss' Sunbeam-Talbot, and Sydney Allard's Allard had lost no marks, all the others being penalized. Most of them were out of the rally for being too late at the control.

As just before Bourges it had seemed as though the majority of competitors would finish without losing a mark, thereby giving Monsieur Noghès and his merry men a considerable headache to select those for the final test, you may judge how calamitous all this had proved.

From Valence via Gap, Digne and Grasse to the finish was easy, but only by comparison, although in ordinary times few would have enjoyed the slippery slopes of the run down to the safety of the Riviera itself. How some of the drivers managed to gain time thereon is something of a miracle, but Moss and Allard seemed to enjoy high speed on ice as one of life's better amusements, and the special Swiss snow tyres some cars had were certainly of advantage.

The surface of the Col des Lèques on this final stretch was positively malignant, it being practically impossible to stand on it safely, let alone drive theron at high speed; yet some did and survived. As one watched the cars come up it seemed that the real Continental ace was hard to beat, showing great skill on the corners, while the British as a whole tended to change down in such fashion as to encourage spin. George Hartwell was very impressive on

W. A. McKenzie's Sunbeam-Talbot in a picturesque part of Murten.

The Mark VII Jaguar of R. Cotton on the first leg of the regularity test, near Monte Carlo.

Britain First and Second—continued

this climb, his Sunbeam-Talbot clattering with chains, Walton's Bristol slid in spite of similar chains, and McKerracher's Austin, Bolton's Vanguard, Mrs. Wisdom's Sunbeam-Talbot, and Mesdames Hustinx and François-Sigrand's Peugeot were excellent.

To complicate the climb coaches and lorries arrived at any moment, and Lamb, going fast, only just avoided a collision with a large mineral-water lorry. Ten kilometres from Castellane Kennedy and Newenham were stopped, the battery of their Ford reposing ominously on the road beside the car, and on the Col de Luens the snow was thicker than ever. But with all this, few were seriously troubled on the last stretch.

Meantime, in Monte Carlo a grey, cold morning was slowly warming under the first efforts of a rather depressing sun, for the full light and warmth that one expects did not come until well after lunch.

On the famous Condamine the officials assembled all too early, shivering a little in spite of thick overcoats. It was not, as some critic said, quite typical of Monte Carlo.

Rumour was busy, as usual, mainly with stories of disasters subsequently proved to be without foundation, and there was a good deal of speculation as to the fate of most of the rally as the crowds slowly assembled. Cold it might be, but interest still concentrated in the joyously loud sport costume of the male and the latest fantasy of the female, large dark glasses included, together with the peculiarities of the attendant dog of fashion.

Then, when the wait seemed almost apprehensive in character, down to the flag-decorated archway which has seen so many rallies came the first car—the British Jowett Jupiter of last year's winning driver, Marcel Becquart; mud-stained, dropping large lumps of melting snow from its wings, and with its crew triumphant, but obviously very tired.

Thereafter the cars arrived in bunches, some, thanks to modern coachwork design, scarcely stained, others bent and battered; but all with that air of romance which is the very spirit of the Monte Carlo Rally. In a way, it reminded one of even sterner times not so long ago as, watching the returning bombers, one counted each in turn; and this time also many were missing. Once again it was noticeable that man, in his pride, is, when tired, a pitiable spectacle beside the woman driver of today, for she, given a moment or two for adjustments, can appear as fresh as when she started, whereas the unfortunate male is all too aware of his straggling beard and his general appearance of decrepitude.

Reports were not unlike those given by other wearied crews to the intelligence section of their squadrons. Sneath had lost much time dealing with the roof luggage rack of his Sunbeam-Talbot, which fell off at an inopportune moment and was duly cursed; Warren's Riley had an argument with a Parisian bus; Edge reported hitting a Dutch Hillman, neither car being improved, and Irishman Kennedy had run into a taxi. Someone had rammed Scaron's Simca; someone else Heinisuo's Allard. Foster's Jowett had hit a lorry, and Rudolf Caracciola was intense about the frightful conditions just before Valence.

Greta Molander, who rather enjoys wild work in snow, had her Saab upholstered in what looked like tapestry with hunting scenes for ornament, and she was one of the few who really appeared unruffled in any way by the adventures she had had *en route*, although admitting that even in Sweden they had not faced worse conditions at any time. Upon her instantly descended a host of Swedish friends and officials bearing gifts and mimosa.

Every car as it arrived was pulled up within a special enclosure provided so that the Press could interview driver and crew there and then, the initial action being to extract the crew, persuade them to stand (though many drooped) in front of their battered vehicle, to face an incredible number of complicated-looking cameras actuated by photographers with definite ideas of how many and what views they wanted.

This ordeal being over, and the crews always being both tired and slightly dazed, there was then much difficulty in getting them back into their vehicles, but much more difficulty in obtaining any coherent account of what they had been through. When at last they were released there remained only the few hundred yards to the official park, in which the machines were segregated and guarded, ready for a technical inspection and, if they were one of the first fifty in general classification, for the final test.

And as the cars arrived, usually in little groups and with long intervals between them, gradually it was possible to find out what had happened to some of the missing ones. Norman Garrad, for example, so they said, had most unfortunately had

M. Becquart's Jowett Jupiter getting away from La Turbie on the regularity test.

P. Beigan, Peugeot, arrives at Monte Carlo (left). Other crews enjoying the luxury of having arrived were G. McKerracher and crew (centre) with their Austin A.40, and Ian and Mrs. Appleyard with L. Klemantaski.

J. H. Kemsley's Minx and W. R. Flockhart's Mark VII Jaguar keeping company round a Col des Leques hairpin above Castellane.

trouble with an old injury to his leg, and had had to retire with the Sunbeam-Talbot; "Mike" Couper had been very badly delayed on that terrible section before Valence, but was stated to be making progress, and, in fact, arrived a little later, his Bentley, incidentally, showing no sign of all that it had gone through, possibly because of its colour, but more probably because of the mudguard design.

Grounds and his crew arrived considerably peeved by the fact that, just at the most critical period in the rally, snow and ice had short-circuited the plugs of one bank of the Javelin's cylinders; the misfortune cured, they had the utmost difficulty in restarting on the ice-covered gradient, and even more in dodging other competitors in distress. But the final blow came when, having fought their way through to the easy roads on the Riviera, the throttle cable parted and, having taken some time to repair, then proceeded to jam.

Meantime, a curiously shaped helicopter circled the bay at what looked like a dangerously low altitude, creating a great deal of noise and displaying at intervals different advertisements on the floats attached to its undercarriage, the betting being ten to one on the probability that the enthusiasm of the pilot would end in a soul-shattering crash within a short time, though, in point of fact, all went well.

Some of the fittings of the cars were not without interest. Quite a number of the more wary competitors had arranged for extra windscreen wipers, usually operating from the top of the screen, in which position they can deal better with snow than those in the normal position. And there were very good reports indeed of the "flame-thrower" type of fog lamp, which had, in fact, been very thoroughly tested. Couper's Bentley had a spot light mounted on a strut hinged to the forward bumper in such fashion that the strut could be moved to carry the lamp well out in front, an idea which caused his friends to assert that the only justification for this contrivance was to give the driver sufficient warning by impact. Tommy Wisdom's Daimler had a similar strut mounting for the fog lamp, but on the rear bumper, and spoke highly of the arrangement. The idea was not unlike one conceived by A. H. Pass, in the old days, for this rally, when he mounted fog lamps on the rear mudguards, pointing forwards; the fog lamp on the Daimler was even farther astern, but also threw its light forward, so that in both cases the light was coming from behind the driver.

A number of cars had a neat-looking spot light of considerable size attached by suction to the inside of the windscreen, but able to swivel so that the beam could pick up signposts at need. One curious feature of many Continental cars with the crocodile-type bonnet was a large, thick, elastic cord of the type used for chest expansion exercises, but used to make sure that the bonnet would not open at an awkward moment. Of spades there were many varieties; of tyre chains an almost equal variety, but, alas, all too many of them had proved incapable of standing real speed.

Practically every car carried a very great deal of gear; in fact, one navigator

Left : Louis Rosier answers questions on arrival at the finish. Amongst the most fresh looking at the end were Miss D. M. M. Stanley-Turner and crew, with a 3-litre Alvis ; and the Sneath entry with their Sunbeam-Talbot.

Britain First and Second : continued

said that it was almost impossible to find anything whatsoever after they had been running for an hour, on account of the bits and pieces. One British driver had a very considerable and heated argument with his crew, involving a number of criticisms of their efficiency, because the route book could not be found on arrival in a control. It subsequently turned out to be on the seat under the driver himself.

But little things like that are all part of the game, are taken as such after the finish, and have no disruptive effects on personal friendships.

As the afternoon wore on it was apparent that the chaos before Valence was going to result in some very late arrivals, even if any of the crews *had* managed to struggle to the control within the two hours allotted as the last possible time in which a car can be accepted as being still in the rally. Gradually the sunlight of the afternoon, which had strengthened until Monte Carlo showed once more the almost theatrical beauty for which it is famous, faded slowly into night, and the city became even more beautiful as the myriads of lights appeared all over the hills. And still the cars came in; but quite a number, unfortunately, were outside the time limit, and therefore did not count as having finished, which was a little hard for the tired crews to bear after they had attained to their goal at last, and with so much difficulty. Although the last car was deemed to have arrived at 8.37 p.m., it was well after eleven before the stream of machines had ceased altogether. As far as the road section was concerned the twenty-second Monte Carlo Rally was finished.

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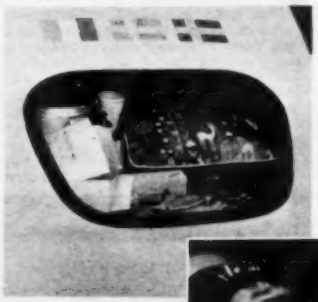
Of all those 328 cars that actually started, only 162 had completed the run, and of them, on the Friday, only fifteen had succeeded in getting through without penalty. All Saturday the officials were busy in the closely guarded park checking over each car for any damage that might result in loss of marks, or anything which did not comply with the regulations as regards size, a thoroughly nervous moment for the competitors, especially for those fifteen at the head for the time being of the general classification. But though the search was very long and very thorough, and there was a certain amount of

F. Ferrario's Alfa Romeo was one of the very many cars which looked the worse for wear by the time the Rally was over.

Typical of the comprehensive equipment carried on Rally cars was this neat ensemble on the Hillman Minx of B. D. Proos Hoogendijk.

Grand Finale : The general scene at Monte Carlo at the end of the road section.

One of the many bruises was this dent belonging to the Mark VII Jaguar of W. H. Waring.



Tapestry hunting scenes in the back of Greta Molander's Saab. Inset : The entrant in high spirits at the Stockholm starting point.

Britain First and Second . . . . . continued

argument and discussion, very little was found wrong with most of the machines, except in cases where damage caused by crashes on the road section had made it quite impossible to maintain them in the state required by the regulations.

Be it said, by the way, that there is very little in the way of damage that the experienced rally crew cannot have repaired in full at one place or another on the route, and in sufficient time to allow them to maintain their schedule. But the greater part of the damage sustained had occurred during the last section of all, and in circumstances so difficult that there was no possibility whatsoever of repairing even a damaged mudguard and keeping within the schedule. As a result, more cars were penalized than has been usual in Monte Carlo rallies, and also, as it happens, the cars so penalized were already without hope of appearing among the fifty which were to face the regularity test that was to decide the winner.

* * *

The regularity test on Sunday was in character. First of all, rain was falling steadily as officials assembled on the middle Corniche just where the Mont des Mules comes down from the mountains, while snow, some six inches deep, covered the road from Drap to Monti, which is three-quarters of the whole circuit, over which the cars had to average 27.9 m.p.h. Originally, the speed was to have been 31 m.p.h., but the authorities refused to sanction this, believing it to be too dangerous, and the stewards, therefore, had set the less exciting average, which was just as well, since the circuit was not closed to ordinary traffic.

The various vans belonging to radio reporters having been manœuvred into position, together with an ambulance whose crew of nurses was equipped with an Italian scooter for each of its members, the selected 50 cars were brought from the park on the Condamine in convoy, according to starting order as determined by ballot. The total was made up of the 15 cars whose drivers had finished without losing a mark, and those who had the least number of penalties for the road section.

Spectators' Problems

For the timekeepers there was a covered enclosure, but spectators had to fend for themselves, the result being waterproofing which was more practical than ornamental. One citizen elected to bring with him a 12-bore double barrel sporting gun, the purpose of which was obscure, but the majority preferred the poncho, or a Gallic variation of the duffle coat with various suitable additions.

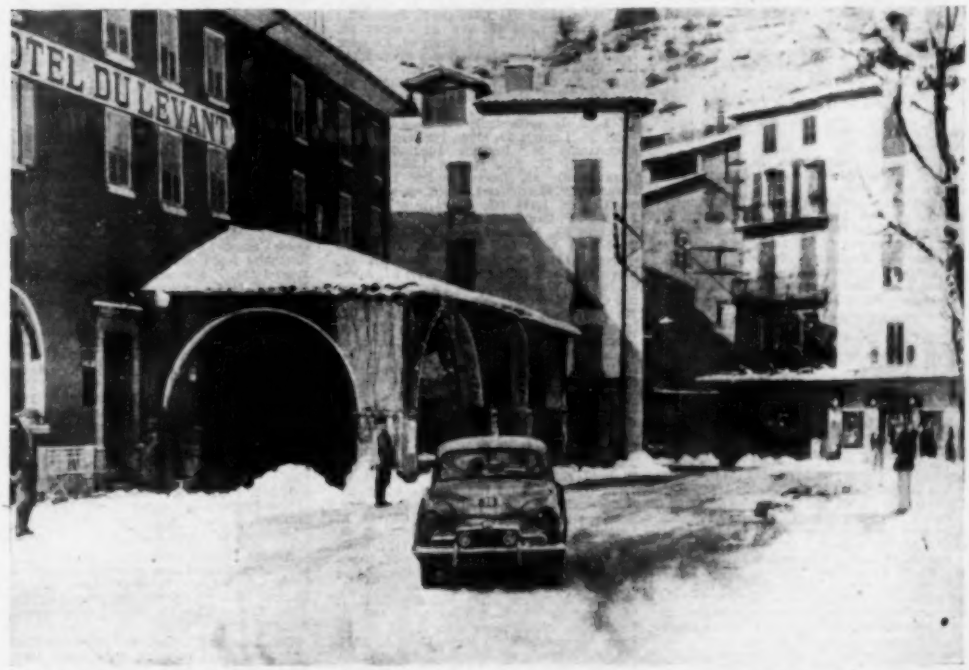
Since everything depended upon averaging the correct speed exactly, and nobody knew where the checks would be, navigators perspired freely, and practically everyone had a special system of control which had seemed watertight before the start, but somehow lacked infallibility now that the great moment had arrived. Hence mutterings and arguments.

Most of the interior of Hartwell's Sunbeam-Talbot was covered with chronograph scribblings. Gatsonides' Humber had a weird machine which averaged the speed automatically, being driven from the rear wheel; but the majority of the crews had depended upon the time recorded at all the kilometre posts, or the trip mileage against a watch or clock. Consequently, when the cars were dispatched by the starter and it was discovered that the kilometre posts were mostly covered with snow, while ice-covered roads made rear wheels spin like mad, something resembling a panic developed, since no car can navigate accurately in such circumstances.

Remorselessly the officials dispatched the cars one by one, at intervals of two minutes. From then onwards the drivers had the time of their lives. Faced first with the climb up the Mont des Mules, hairpin following hairpin, no loss of schedule speed was vital, for from Drap onwards the snow made every turn hazardous, and the madly spinning rear wheels simply would not grip.

Stirling Moss slid badly just before the tunnel, and was brought to rest in thick snow, subsequently having considerable trouble in freeing the car. Sydney Allard skidded into a wall; Tommy Wisdom with the Daimler, giving way to Bolton's Standard, skidded into the snow bank. Anxious to free the car, Lord Selsdon (of Tommy's crew) jumped out to push, only to be left behind when the big Daimler got going. For some hundred yards or so Selsdon ran like a hare before Wisdom noticed that he was one short in crew, and stopped.

De Ridder's Peugeot ran out of petrol, but somehow or other a further supply was obtained. Foster (Jowett Javelin), giving way to a Dyna Panhard, skidded into a snow bank; J. T. Spare's Vauxhall



Dr. M. Angelvin's Simca took third place in the rally. This is another of the Simca entry, driven by J. Debeauquesne.

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hit a wall; L. J. Rosier's Talbot Lago went off the road at one point; and Bradnack slid badly with his Jaguar at the entrance of the tunnel, which was one of the hazards *en route*. In fact, scarcely one of the competitors had no moment of urgent dicing, so bad were the weather conditions.

About one hour forty minutes after the start the first car came to the finish of the test heralded by a tornado of police whistles and howls of "*attention*," as the crowd somehow were pushed off the course to clear a way. Thereafter, car followed car at close intervals, each crew visibly showing the strain through which its members had passed, except Wisdom, who—as always—looked as though he had just finished a leisurely run from Marble Arch to Piccadilly Circus, even though he had handled the largest car in the whole test

When all those who had finished were convoyed back to the park on the Condamine for further inspection the officials went into a huddle over the calculations which determined the final order.

FULL RESULTS OF THE MONTE CARLO RALLY

THE FIRST FIFTEEN (no marks lost on road section)

Place	Car Engine size (c.c.)	Entrant	Marks Lost	Place	Car Engine size (c.c.)	Entrant	Marks Lost
1	Allard 4,375	(S. H. Allard)	130	9	Peugeot 1,290	(A. Loyer)	260
2	Sunbeam-Talbot 2,267	(S. Moss)	134	10	Peugeot 1,290	(J. Corne)	311
3	Simca Sport 1,221	(M. Angelvin)	139	11	Austin 2,660	(A. Trigano)	383
4	Jaguar Mark VII 3,442	(R. Cotton)	147	12	Simca Aronde 1,221	(R. Loyer)	416
5	Jowett Jupiter 1,486	(M. Becquart)	162	13	Citroen 2,867	(J. Lacerda)	480
6	Jaguar Mark VII 3,442	(J. Heurtaux)	181	14	Peugeot 1,290	(C. de Ridder)	759
7	Peugeot 1,290	(C. de Cortanze)	221	15	Peugeot 1,290	(M. Michy)	833

PRINCIPAL TROPHIES

Charles Faroux Challenge Trophy (team prize): Mercedes-Benz 2,195 (K. Kling); Mercedes-Benz 2,195 (R. Caracciola); Mercedes-Benz 2,195 (H. Lang).

Public Schools' Motor Challenge Trophy: Allard 4,375 (S. H. Allard).

Barclays Bank Challenge Trophy (highest placed British car): Allard (S. H. Allard).

Challenge "L'Equipe" (manufacturer of the three highest placed cars, who has in its total entry the least number of penalty marks): Automobiles Peugeot; Peugeots 1,290, driven by C. de Cortanze, A. Loyer, J. Corne.

British Trials Drivers' Association Trophy: S. H. Allard.

Royal Scottish A.C. Trophy (highest placed driver and car starting from Glasgow): Allard (S. H. Allard).

Cup of the Automobile Club of Monaco: Sunbeam-Talbot 2,267 (S. Moss).

Stuart Trophy (highest placed British driver): S. H. Allard.

CLASS RESULTS

750 c.c.: 1, Dyna Panhard (M. Grosgogeat); 2, Dyna Panhard (R. Bouchayer); 3, Dyna Panhard (R. Marchand).

1,100 c.c.: 1, Volkswagen (M. Nathan); 2, Saab-92 (R. W. Mellde); 3, Ford Anglia (D. Murray).

1,500 c.c.: 1, Simca Sport (M. Angelvin); 2, Jowett Jupiter (M. Becquart); 3, Peugeot (C. de Cortanze); 4, Peugeot (A. Loyer); 5, Peugeot (J. Corne).

Coupe des Dames: 1, Saab-92 (Mrs. G. Molander); 2, Simca Aronde (Mme. M. Pochon); 3, Lancia Aurelia (Mme. T. v. Peyenbroek-Vroom).

CONCOURS DE CONFORT

Provisional Results

Prix d'Honneur: Bentley Mark VI 4,566 (W. M. Couper).

Over 1,500 c.c.: 1, Jaguar Mark VII 3,442 (W. H. Waring); 2, Daimler 5,460 (T. H. Wisdom).

Up to 1,500 c.c.: 1, Hillman Minx 1,265 (M. B. Anderson); 2, Hillman Minx 1,265 (J. H. Kemsley).

Up to 1,100 c.c.: 1, Saab-92 764 (R. W. Mellde); 2, Saab-92 764 (Mrs. G. Molander).

Up to 750 c.c.: 1, Dyna Panhard 745 (M. Dufay).

Prix d'Ensemble: Mercedes-Benz 2,195 (K. Kling); Mercedes-Benz 2,195 (R. Caracciola); Mercedes-Benz 2,195 (H. Lang).

Special Prizes for Coachwork Equipped for the Monte Carlo Rally: Hillman Minx 1,265 (M. B. Anderson); Saab-92 764 (R. W. Mellde).

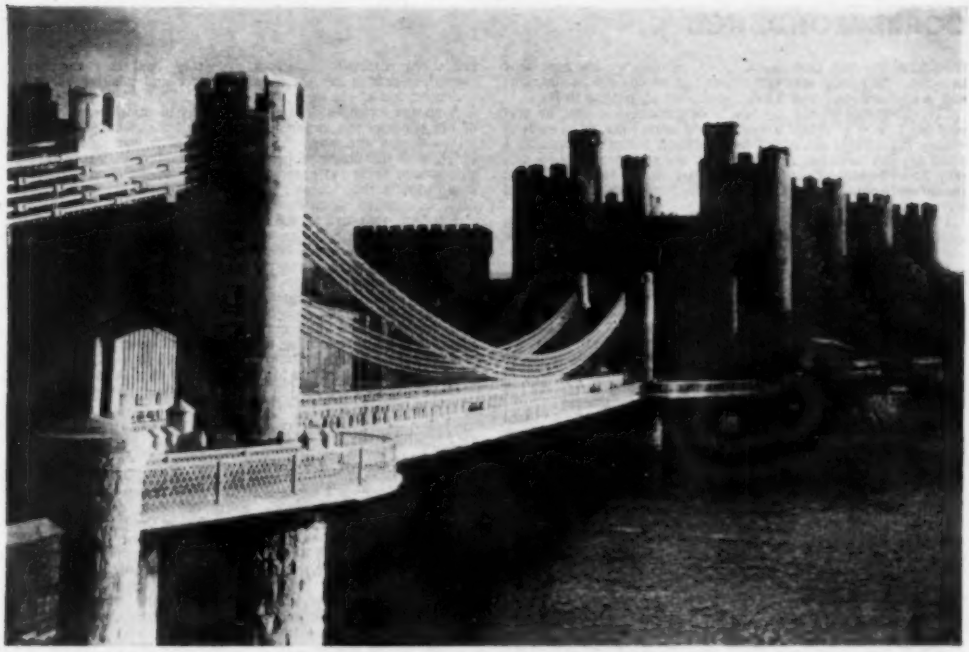
16, Jowett Javelin 1,486 (G. Norlander); 17, Alfa Romeo 1,884 (N. H. Andersson); 18, Mercedes-Benz 2,195 (R. Caracciola); 20, Kaiser Henry J 2,640 (A. G. Olsson); 20, Ford Zephyr 2,262 (R. S. Nellemann); 21, Dyna Panhard (M. Grosgogeat); 22, Citroen 2,867 (R. Marion); 23, Mercedes-Benz (G. Leiner); 24, Sunbeam-Talbot 2,267 (E. S. Sneath); 25, Peugeot 1,290 (L. Davagnier); 26, Mercedes-Benz 2,195 (K. Kling); 27, Peugeot 1,290 (P. A. Guiraud); 28, tie between Sunbeam-Talbot 2,267 (G. R. Hartwell) and Simca Aronde 1,221 (J. Scaron); 30, Sunbeam-Talbot 2,267 (J. D. Sleeman); 31, Peugeot 1,290 (P. F. Gauthier); 32, Dyna Panhard 745 (R. Bouchayer); 33, Peugeot 1,290 (P. Bergan); 34, Mercedes-Benz 2,195 (H. Lang); 35, Hillman Minx 1,265 (P. C. E. Harper); 36, Simca Aronde 1,221 (A. Blanchard); 37, Jowett Javelin 1,486 (A. R. Foster); 38, Alfa Romeo 1,884 (I. Wollert); 39, Citroen 2,867 (J. Laroche); 40, Peugeot 1,290 (R. Amy); 41, Standard Vanguard 2,088 (P. R. Bolton); 42, Humber 4,086 (M. Gatsonides); 43, Oldsmobile 4,975 (L. Dufour); 44, Jaguar Mark VII 3,442 (B. E. Bradnack); 45, Porsche 1,286 (F. van de Kaart); 46, Simca Aronde 1,221 (J. Behra); 47, Daimler 5,460 (T. H. Wisdom); 48, Simca Sport 1,221 (M. Collange); 49, Vauxhall 2,275 (J. T. Spare); 50, Bristol 1,971 (P. G. Walton); 51, Citroen 2,867 (J. Morin); 52, Volkswagen 1,086 (M. Nathan); 53, Jaguar Mark VII 3,442 (E. I. Appleyard); 54, Simca Aronde 1,221 (B. Leroy); 55, Dyna Panhard 745 (R. Marchand); 56, Renault 1062 748 (H. Gloeckler); 57, Alfa Romeo 1,884 (E. de Graffenried); 58, Jowett Jupiter 1,486 (J. Latune); 59, Hotchkiss 3,485 (C. O. Norling); 60, Citroen 1,911 (G. Clarou); 61, Jowett 1,486 (F. P. Grounds); 62, Riley 2,443 (A. P. Warren); 63, Austin 1,200 (D. Taylor); 64, Opel Kap 2,473 (A. Syversen); 65, Volkswagen 1,131 (H. Stenfeldt Hansen); 66, Mercedes-Benz 2,195 (W. Loeber); 67, Saab-92 764 (R. W. Mellde); 68, Lanchester 1,968 (C. Corbishley); 69, Jaguar Mark VII 3,442 H. Korppoo); 70, Sunbeam-Talbot 2,267 (A. Pownall); 71, Ford Anglia 933 (D. Murray); 72, Alfa Romeo 1,884 (R. Lanza di Trabia); 73, Renault 1062 748 (A. Hemmingsson); 74, Citroen 2,867 (K. Ton); 75, Renault 1062 748 (E. Chaboud; 76, Volkswagen 1,131 (J. Heidendahl); 77, Ford Pilot 3,662 (J. Blumer); 78, Simca Sport 1,221 (M. V. Kesavaara); 79, Peugeot 1,290 (M. Barbanchon); 80, Riley 2,443 (G. J. Fender); 81, Volkswagen 1,131 (A. Askne); 82, Sunbeam-Talbot 2,267 (T. A. Anderson); 83, Dyna Panhard 745 (J. Sigrand); 84, Talbot Lago 4,482 (G. Bengtson); 85, Austin 1,200 (G. McKerracher); 86, Salmson 2,200 (P. Schwartz); 87, Ford Pilot 3,622 (W. D. R. Lamb; 88, Sunbeam-Talbot 2,267 (C. B. Offley); 89, Kaiser Henry J. 2,640 (J. Lucas); 90, Dyna Panhard 745 (R. Rival); 91, Saab-92 764 (Mrs. G. Molander); 92, Hillman Minx 1,265 (J. H. Kemslev); 93, Volvo 1,420 (A. Bergh); 94, Jaguar Mark V 3,485 (J. R. J. Mansbridge); 95, Ford Pilot 3,622 (W. R. Flockhart); 96, Hillman Minx 1,265 (B. D. Proos Hoogendijk); 97, Mercedes-Benz 2,195 (M. E. Becker); 98, Austin 3,995 (K. G. Paulsen); 99, Austin 1,200 (H. Engelsma); 100, Opel Kap 2,473 (C. Odendahl); 101, Fiat 1,395 (F. Cavallini); 102, Borgward Hansa 1,498 (R. P. Faure); 103, Bentley Mark VI 4,566 (W. M. Couper); 104, Dyna Panhard 745 (F. Lecerf); 105, Simca Aronde 1,221 (Mme. M. Pochon); 106, Vauxhall 2,275 (J. Stoddart); 107, Peugeot 1,290 (L. Petit); 108, Alfa Romeo 2,443 (F. Ferrario); 109, Dyna Panhard 745 (M. Dufay); 110, Riley 1,496 (J. A. McLaughlin); 111, Jowett Javelin 1,486 (L. Odell); 112, Mercedes-Benz 2,195 (G. Lehmann); 113, Lagonda 2,580 (C. Vard); 114, Simca Aronde 1,221 (R. E. Besse); 115, Simca Aronde 1,221 (E. Lelong); 116, Dyna Panhard 745 (J. Blanchet); 117, Simca Aronde 1,221 (L. Bonnet); 118, Volkswagen 1,131 (J. Graca); 119, Mercedes-Benz 1,767 (J. Cremer); 120, Simca Aronde 1,221 (A. Canonica); 121, Sunbeam-Talbot 2,267 (G. N. Milton); 122, Lancia Aurelia 1,754 (Mme. T. v. Puyenbroeck-Vroom); 123, Peugeot 1,290 (P. Marzac); 124, Peugeot 1,290 (P. Forstel); 125, Dyna Panhard 745 (E. Mouche); 126, Chevrolet 3,550 (M. Franceschini); 127, Kaiser Henry J. 2,640 (A. Stevens); 128, Volkswagen 1,131 (P. Hamann); 129, Sunbeam-Talbot 2,267 (Mrs. E. M. Wisdom); 130, Ford Vedette 2,158 (Y. Lafargue de Grangeneuve); 131, Kaiser Henry J. 2,640 (K. S. Barendregt); 132, Chevrolet 3,550 (J. J. Sprenger v. Eijk); 133, Citroen 1,911 (L. Tibesar); 134, Peugeot 1,290 (Mme. F. Hustinx); 135, Citroen 2,867 (S. Sundberg); 136, Citroen 2,867 (M. Tabur); 137, Ford Anglia 1,172 (J. G. Reece); 138, Riley 2,443 (E. N. Brinkman); 139, Citroen 1,911 (T. Zaman); 140, Dyna Panhard 745 (M. Parucci-Agarrat); 141, Citroen 2,867 (D. Arène); 142, Ford Consul 1,508 (K. F. Johansen); 143, Hotchkiss 3,485 (R. Duvacher); 144, Simca Sport 1,221 (P. Meyrat); 145, Mercedes-Benz 2,195 (T. G. O. Rodin); 146, Hotchkiss 3,485 (B. Denis); 147, Jowett Javelin 1,486 (P. K. Braid); 148, Simca Aronde 1,221 (J. F. Lesieur); 149, Alvis 2,993 (Miss D. M. M. Stanley-Turner); 150, Peugeot 1,290 (M. Heyman); 151, Dyna Panhard 745 (H. Domingue); 152, B. M. W. 1,971 (H. de Rijk); 153, Vauxhall 2,275 (P. G. Weeks); 154, Sunbeam-Talbot 2,267 (B. McCaldin); 155, Ford Zephyr 2,262 (J. B. Hillen); 156, Jaguar Mark VII 3,442 (W. H. Waring); 157, Hillman Minx 1,265 (M. B. Anderson); 158, Fiat 1,395 (F. Hulsker); 159, Simca Aronde 1,221 (N. Mahé); 160, Lancia Aurelia 1,754 (A. Plateo); 161, Simca Aronde 1,221 (D. Merlin), 162, Peugeot 1,290 (M. Noix).

370 entries; 42 non-starters; 166 non-finishers.

Winner's Equipment

Allard: Dunlop tyres; Shell petrol; Vigzol oil; Lodge plugs; Lucas electrical equipment; Lockheed brakes; Ferodo brake linings; Marles steering; Serck radiator; Triplex glass; Clayton heater; Smiths' instruments; Bluemel steering wheel.

2nd, Sunbeam-Talbot: Dunlop tyres; Shell petrol and oil; Champion plugs; Lucas electrical equipment; AC petrol pump; Lockheed brakes; Mintex brake linings; Armstrong dampers; Smiths' instruments.



On April 1 a weight limit of 7½ tons a vehicle comes into operation on the Conway suspension bridge, built in 1825.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

1952 INTERNATIONAL CALENDAR

A Betrayal of Grand Prix Cars

[63974.]—The recently announced intentions of the French club to dispense with formula 1 racing this year, though it has been internationally agreed as holding until the 1954 season, creates a dangerous and bewildering precedent. If the formula is not to be adequately honoured, why have a formula?

Possibly, they may have a technical liberty for doing this sort of thing, but whether they have or no, it is clear they do have a moral responsibility of no mean order, and this is still further augmented by their knowledge that others will follow their lead.

Their action plainly places the whole future of the sport, as we have known it, in a quandary. It becomes impossible to plan for the future if formulæ upon which all plans are based can be side-tracked or ignored when convenient or expedient. The sport, its prestige, and all the wealth of technical progress and advancement it inevitably gives birth to, are placed in jeopardy.

It is to be hoped that the R.A.C. will show some fibre in this matter.

J. R. C. MOORE.

Norwich.

BILL-STICKERS

Labels Also Block Rear Windows

[63975.]—Although your Editorial outburst against bird-hangers and plastic dolly-flaunters (January 11) was justified in principle, I feel it could have been better applied against the motorist who blots out at least half of his rear window with a cardboard notice, "Running in—please pass," or the type of snob (and ass) who pastes a paper notice in the same place advertising a hill-climb or Silverstone meeting.

Why are these printed, anyway, when there is a law against their being put in such a position as to obscure the vision of the driver?

S. A. S. MEDLICOTT.

Birmingham.

NUMBER PLATES

Britons Accepted the Unsightly "Accessories"

[63976.]—Very many years ago the firm for which I worked purchased from France a number of second-hand De Dion cars; the first job we did on these cars was to paint out the number plates.

One day the boss said, "Funny folks these Frenchmen; just fancy an English gentleman allowing numbers to be placed on his car," a system which soon afterwards became law in England.

If my old boss was alive today I wonder what he would say to the car manufacturers who spoil an otherwise good-looking car by fixing a plate in the centre of the back panel.

Worcester.

OLD TIMER.

SELECTED REPRESENTATION

Zoning is the Only Acceptable Reason

[63977.]—The letter from Mr. K. Lewis [63929] I find rather interesting when he queries whether the cost involved in selected representation can be passed on to the consumer. If the consumer doesn't pay, who does? It certainly isn't the garage owners. They are doing very nicely out of it with new pumps, the garage repainted (quite an expensive item these days), overalls and other things. But why stop at petrol? If as Mr. Lewis says one of the objectives of the scheme is to effect economies in distribution, why make oil exempt? It presumably has to be

CORRESPONDENCE . . . . . continued

distributed by each firm to the "tied" station so that argument falls flat. The only way economies can be effected in distribution is by "zoning" and I have seen nothing of that so far.

My experience of the pre-war independent was that he was only too willing to oblige if asked to do some little thing such as wiping the screen, but at a "tied" station the other morning I asked for the screen to be wiped and the attendant replied that they had no time to do things like that and, if they did it, the customers would never get served. So, it appears, this so-called service is nonsense.

I should be interested to know the attitude of the motoring organizations to the scheme. May we have their views, please?

Aylesbury. P. G. PASK.

ACCIDENT SCAPEGOAT

A Further Plea for Defensive Action

[63978]—I feel that I must write this letter, however short, to say how much I agree with the views put forward by Mr. A. Niner [63943]. It surprises me that the A.A. and R.A.C. do not shout louder and longer in defence of their supporters.

With regard to the Press, it is all too often that the accident statistics when given group all those accredited to motorists, commercial and public road transport, under the one heading "motorists." This wrong implication, printed over and over again, surely presents the average motorist as a callous devil.

London, N.W.3. R. W. JOBSON.

[The standing joint committee of the motoring organizations are taking action along the lines suggested by this correspondent (see page 126).—ED.].

ON THE BENCH

How About the Back Seat?

[63979.]—I have been following the correspondence on bench seats with some amusement—all started by that Scribe again!

A non-motorist reading these letters would imagine that the average driver has no concern whatever for the rear-seat passengers. Surely they, too, have a bench-type seat, and therefore suffer the same discomforts; why not four bucket seats and have done with it? Maybe these anti-bench seat drivers often have their mothers-in-law seated in the rear, or else their fast cornering is so unnerving that no passengers are ever carried more than once. What says The Scribe? W. WOODS.

Farnborough, Hampshire.

[The Scribe comments: Has Mr. Woods forgotten those elegant silk pulls (mother-in-law slings?) about which we argued a few weeks back?—ED.]

GLASS

"Explodes in a White Flash"

[63980.]—Letter [63924] to me seems absolutely incontrovertible, and I repeat my hopes that you will continue to press for the abolition of toughened glass in windscreens. If a buyer is prepared to make a gift to the Government of six hundred pounds or so to buy a car, would he object to the possible extra few shillings entailed by the makers supplying laminated glass in lieu of that dangerous toughened?

My screen was shattered at about 20 m.p.h., but it was a very unnerving experience. The screen seemed to explode in a white flash. At high speed, I am told, the screen may disintegrate and blow into the car, or it may stay put, in which case heaven help the driver. But, disintegrated, the particles of glass can be dangerous to the eyes of the car's occupants, and a couple of weeks after my screen broke, a passenger cut his finger on a piece of glass retained in a pleat of the seat cushion.

Luton, Bedfordshire. F. WRAY.

ENCOMPASSED

Excessive Correction Affects Accuracy

[63981.]—The comparison of an aircraft with a car is not to be allowed, when one is primarily constructed of steel and the other of aluminium and its alloys. This makes a considerable difference to the compass correction which has to be made. Mr. J. V. C. Fisher [63918] must know that the ideal magnetic compass is one that is not deflected by any influence other than that of the natural magnetic influence of the earth, and that when the compass is placed in close proximity to other magnetic influences correction becomes necessary; and that the more correction that is made the less effective and positive becomes the operation of the compass.

A simple example of this soon comes to mind, namely, that of the effect of the counter-measures adopted against magnetic mines during the war—"degaussing," as it was called—combined with the fitting of heavy steel armaments. These forced shipowners to fit (at great expense) gyroscopic (non-magnetic) compasses to their ships because the magnetic compasses they fitted became so unsatisfactory.

I submit that the fitting of a magnetic compass to what is probably (in most vehicles) a steel transverse member (i.e., the facia) brings problems of correction which involve greater counter-measures than are practical to leave the compass with its natural magnetic tendency.

Further, the wise navigator (whether he flies a plane or sails the sea) is constantly checking the accuracy of his instruments, and, however well they may have been adjusted in the first place, it is quite surprising the change that takes place in quite a short time. Good luck to Captain Evans [63863] and thanks for his very sound advice to the "Encompassed Motorists."

Isleworth, Middlesex. SEA LAWYER

DILEMMA

"Drunk in Charge of a Car"

[63982.]—Although I agree that the heavy sentences now being imposed on motorists found guilty of being drunk while in charge of a car are necessary, I do feel that these sentences will, in many cases, prove to be a two-edged weapon.

If, after dining and wining over-well, an owner finds on his way home that his driving is not up to standard, it is no good parking the car and "sleeping it off" in the back seat. A constable may discover him and haul him in. Likewise, if he parks the car, gets out and locks it and sits by the side of the road, he can still be caught.

Two courses are open to him. First he can park the car and carry on by public transport or, second, continue to drive and take a chance. I fear that many drivers are forced by their awareness of the law to take the latter course.

I feel that "being in charge of a car" is one of those delightfully worded legal expressions which make the offender guilty by their sheer vagueness.

If a motorist is driving or attempting to drive a car when drunk then he should be sentenced accordingly. But if he shows sufficient sense to park the car and leave the driving seat then I think that he should not be prosecuted.

When does a driver *cease* to be in charge of a car? Drivers have been found guilty when the car has been correctly parked and they have been sitting 20 yards away. If 20 yards why not 20 miles? What is to stop a man from being prosecuted for being drunk in charge of a car when he is safely tucked up in bed in a hotel and his car is parked in the road outside?

Eden Park, Kent. B. C. CAMBRAY.

THE REBORE DEBATE

Cost Saving Does Not Justify Half Measures

[63983.]—Surely a most important consideration has been omitted from the rebore or not to rebore controversy which Mr. Houlding's article has inspired? I refer to comparative costs, and would like to add the following points.

The labour and material charges for dismantling, examining and rebuilding an engine with any new parts considered necessary are approximately the same, whether it is rebored or not, and the only saving shown by Mr. Houlding's method is the cost of reboring the cylinders, in normal circumstances a matter of shillings. Granted that some engines may need sleeving, but from experience I would not put the number so concerned at more than one in ten; in other words, the problem of sleeves need not cloud the broader issues under review.

Mr. Houlding is quite entitled to experiment on his own engine and those of his friends who subscribe to his views, but is a garage entitled to experiment with a customer's car *without being able to show any effective saving in repair cost?* A rebored engine of the popular light car type could be guaranteed for, say, 25-30,000 miles, whereas on a similar car new pistons and rings would probably serve for only 10-15,000 miles, this latter estimate being much more liable to downward than upward variation. No garage operating in the customer's interests—and in spite of your contributors' cynicism on the subject the majority do—could conscientiously recommend an initial saving of approximately thirty shillings in an expenditure on the top

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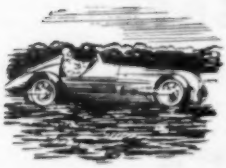
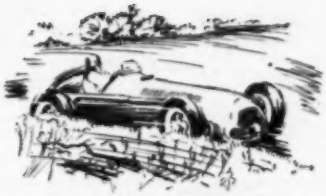
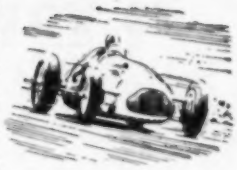


GOODWOOD TROPHY



BELGIAN GRAND PRIX



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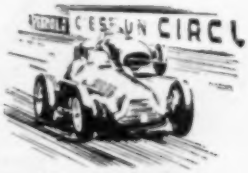
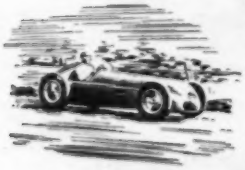
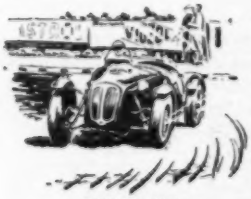


GRAND PRIX d'EUROPE



ULSTER TROPHY

BARI GRAND PRIX



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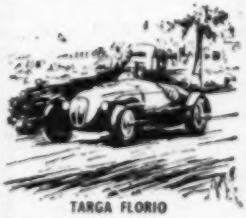
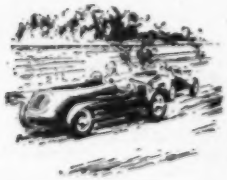
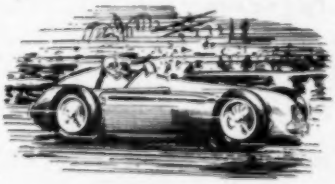


TARGA FLORIO



MANX CUP



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CORRESPONDENCE . . . . . continued

side of £20 for an "experimental" rather than a guaranteed overhaul. Those correspondents who have written on this subject are, I respectfully suggest, those who have more than a passing interest in what goes on under the bonnet and may agree to experiments, but the average garage is dealing much more frequently with owners who confidently rely upon their repairers' recommendations, and are interested only in achieving trouble-free motoring. It would be more interesting to have their views.

On another subject, the B.M.T.A. consents procedure does not in fact operate as suggested in letter [63951]. Any enhancement in basic price or purchase tax on a motor vehicle, between the dates of purchase and application for consent to sell may, at the discretion of an impartial adjudicator, be awarded to the owner. Generally speaking the owner benefits, but obviously the B.M.T.A. must reserve the right to judge each case on merit, and it is for this reason that no hard and fast rule exists. JAMES E. PEARSON.

Sheffield, 10.

The Report of a "Satisfied User"

[63984.]—Mr. Bert Houlding Jnr. certainly made some very controversial statements in his article, and the letters since published in your columns show that a veritable wave of reaction has set in all over the country. I have found myself hotly defending his views with many of my motoring friends, and now feel sufficiently moved to write to you and—as it were—back up the idea of engine rejuvenation without necessarily a costly rebore.

My own engine, a 32 h.p. Mercury V-eight, developed chronic knocking from the big ends, loss of oil pressure and a tremendous thirst for oil (two hundred miles per gallon). I decided it was time for action and, armed with a much-thumbed and underlined copy of *The Autocar* containing Mr. Houlding's article, I approached my usual garage. The heated arguments that ensued are better left to the imagination, but the outcome was that the proprietor (a very helpful and knowledgeable type) agreed to my proposals of stripping the engine with a view to curing the oil burning and so on.

We eventually found that the crankshaft needed regrinding, the bores were worn but not scored or badly oval, the pistons were in good shape but the rings were bad.

After much more anxious debate, the crankshaft was ground, new bearings were fitted, and new piston rings with the addition of Wellworthy Duaflex rings, the engine was thoroughly cleaned off, valves were reground and the so-called half-completed overhaul reassembled with plenty of graphite.

The results, now the car is run in, are beyond my wildest dreams—oil consumption nil, very good compression, and, in fact, the engine was exactly like a new one. I have definitely saved twenty-five pounds on the overhaul.

One word is due, I think, in support of the "anti-bodgers"—it is most essential, in my opinion, that each engine overhaul should be viewed very much as an individual problem and the owner should work in very close co-operation with his garage. Also the owner should not suppose that in every case it is possible to rejuvenate an engine without a rebore.

Bedford. PETER C. FORD.

CAR WASHING

Special Apparatus Costs Money

[63985.]—Both Mr. J. B. Bowers and Mr. C. Lister in their letters [63972 and 63973] in the January 25 issue concerning this subject are highly critical about my procedure in giving a car a good wash down.

They will not, of course, be aware that if I had thought it necessary to mention these new appliances and materials to accelerate the work I would have done so. But I did not make any such references because the routine I gave for washing a car was to aid the thousands of ordinary car owners, who, despite my correspondents' criticisms and suggestions, still have to get along with a hose, sponge, leather and cleaning material—and a box upon which to stand.

I would be the last to deny the convenience and efficiency of modern apparatus and super-cleaners, if car owners have access to them or can afford their purchase. Chauffeurs and garage washers and other people in the trade, of course, use every device available to shorten time on the work, but no one would expect every car owner to emulate their performance or to worry so much about the speed of the job.

Mr. Bowers remarks that a car can be washed in 20 minutes with the aid of certain proprietary brushes and detergent shampoos. Does he seriously suggest that the whole of the car will then be completely cleaned and the interior dusted out, in that space of time by an average owner—even should the car be caked with dried mud? Opinions differ greatly as to what constitutes a clean car—or what is a passable job.

Mr. Lister says that two hours is quite unnecessary and that my procedure is laborious and out of date. He fails to realise that many people like to take their time over cleaning a car properly, while the procedure is neither laborious nor antiquated if ordinary methods are used.

Furthermore, if a hose is used at any time, gum boots and some clothing protection are necessary (not a boiler suit, as Mr. Lister erroneously quotes). M. A. M.

Sanderstead, Surrey.

ONE LOAD

Eighteen at a Sitting (or Standing)

[63986.]—You recently published [63832] a photograph of a Morris Minor car load of nine children and driver. You may therefore find this photograph of interest—it was taken by me in Calcutta before the war and shows a car's complement of

18 adults. True, the passengers were not all inside the car; four people were on the back bumper and others on the roof and running boards.

The car rolled gently along at 15-20 m.p.h. and apparently suffered no damage. W. G. ROBINSON.

Bebington, Cheshire.

LIGHT CRAZY

A New and Bad Habit

[63987.]—There is a very prevalent and obnoxious habit rapidly spreading among all classes of road user, that of flashing head or spot lamps by day or night for any reason and often for no reason that can be ascertained.

The habit appears to have originated among lorry drivers during the war. I am not sure of this, however, as I was made aware of the habit only on returning to civilian life.

It is a thoroughly bad habit from all points of view, aggravated by the wide range of interpretation put upon it by the user and the signallee.

Hale, Cheshire. VM 23, No. 64005.

THE 500C

Experiences in Rhodesia with the Famous Fiat

[63988.]—I have a 1950 Fiat 500 and thought your readers might be interested to know how it stands up to Rhodesian conditions.

It has now covered more than 28,000 miles, over the worst roads in Central Africa and in the Union of South Africa. Of the 28,000 miles only about 2,000 have been done on tarmac. On a recent trip to the Victoria Falls I covered 600 miles in one day, and averaged 56 miles to the gallon at a constant 50-55 m.p.h.

Up to the present the car has had nothing mechanically wrong and has never been rebored or decarbonized. The engine is still remarkably strong. It has climbed all the highest passes in Rhodesia and the Zambesi Escarpment without trouble and has also towed a small one-berth caravan, which it took up the highest hill in Salisbury in second gear. I think this is excellent for such a small car. P. E. HARVEY.

Salisbury, Southern Rhodesia

"THE AUTOCAR" READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. **It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.**

Income Tax Relief

I have recently purchased a post-war car on the open market on which I get a mileage allowance for business. However, this covers only running costs and I feel I should get the tax relief for depreciation on the capital involved. My claim has been turned down, but surely it is justified? *H. C. D.*

Liverpool, 16.

YOU are not likely to be successful in an income tax claim in this case. You see, a mileage allowance is understood to cover the cost of running, including wear and tear, depreciation, and so on, as far as those actual journeys are concerned. This probably does not cover the total wear and tear for the whole car, but the remaining expense is in the private use of the car and is, therefore, in any case not a ground for income tax relief.

If the mileage allowance really does not cover the cost including depreciation, and so on of *business running*, you should claim a higher mileage rate.

Racing m.p.g.

Could you tell me the estimated fuel consumptions of a 500 c.c. Cooper and of a 2-litre H.W.M.? *N. R. McC.*

Belfast.

THE estimated fuel consumption for the 500 c.c. Cooper is between 10 and 14 m.p.g., and for the 2-litre H.W.M. about 8 m.p.g.

Chain Drive

What was the reason for some racing cars favouring a chain drive to the rear wheels in the period 1920 onward when many other racing cars were using the bevel and pinion type of rear drive that we know today?

Also, what was the reason for the Trojan company, in the period 1930 onward, building models with a chain drive to the rear wheels? I remember many commercial vehicles at one time using chain drives; was their disuse owing to improvements in car design? *W. F. D.*

Strathaven, Lanarkshire.

THE principal reason for the use of chain drive on some of the large racing cars during the early 1930s was to eliminate the torque reaction of the engine on the rear axle.

With a normal propeller shaft and bevel gear drive, the application of a large driving torque tends to lift one end of the rear axle and promote wheelspin on that side. Modern design overcomes this tendency by the use of independent rear suspension, or a rear axle of the De Dion type, for example.

With regard to the Trojan car and various commercial vehicles, the answer is probably one of cost of manufacture. The easy availability in modern times of proprietary ready-made axle units has tended to discourage manufacturers from producing their own individual layouts.

Fourteen Days

Lawyer-on-wheels said that a summons must be delivered by hand, or a notice of impending action sent by registered post, if the case was to hold good. I have now had a summons three weeks after leaving my car at night without lights. How do I proceed? *A. L. M.*

London, N.W.1.

YOU cannot avoid the summons, because the fourteen days' limit applies, as Lawyer-on-wheels said, to offences under Section 21 of the Road Traffic Act, 1930. This includes such offences as careless and dangerous driving but not parking without lights.

Ignition Warning Light

I have a 1938 Ford Ten which I wish to equip with an ignition warning light. I have fitted the lamp, but appear to have slipped up somewhere in the wiring.

Merthyr Tydfil, Glamorgan. *F. W.*

YOU should connect the ignition warning lamp across the cut-out terminals.

You can obtain from the Lucas company a small ignition warning lamp unit consisting of a 2.5-volt bulb in a holder which incorporates a suitable resistance, and this would probably be the best way of carrying out the fitting.

Four-wheel Drive

We run two Jeeps on our farm. Both of these make a curious clicking noise when moved either forward or backward on full lock or near full lock when in four-wheel drive. The sound is obviously induced by the differential speed of rotation of the front and rear wheels, but exactly what occurs puzzles me and others who have tried to trace it. Some say that this happens on all Jeeps, but I do not recall this being so during the war. Can you throw any light on this phenomenon?

Wellington, Somerset. *J. G. B.*

IT is quite likely that the type of Jeep you are using has no differential between the front and rear axles (as distinct from the differentials actually fitted in the axles). If this is the case the vehicle should not be used in the four-wheel drive position except when it is traversing soft ground, as there will be a tendency for wind-up in the shafts to overstress some of the components. This may, in fact, be the cause of the curious sound that you can hear.

Tax Rating

I have recently purchased a 1935 Austin Seven and I am puzzled about why it is entered in the registration book as 8 h.p. (4 × 56). Is it because it has been rebored oversize or is there another reason?

London, S.E.17. *F. E. B.*

THE Austin Seven was actually rated at 7.8 h.p., and as parts of a horsepower are reckoned as 1 h.p. the car was taxed as an 8 h.p. car. The 4 indicates the number of cylinders, and the 56 the size of the bore in mm.

Racing Drivers

Could you tell me the youngest age at which motor racing can be taken up and who was the youngest driver? *M. G.*

Barking, Essex.

IT is, of course, necessary to have a competition licence to compete in motor races, and to obtain this one must first have an ordinary driving licence.

As you know, a person may not hold a driving licence for cars until he, or she, is 17 years old. Both Stirling Moss and Peter Collins started their motor racing careers when they were still only 17.

Stolen Car

I have recently had my car stolen. The car was fully insured and a claim has been made in the normal manner. It would appear, however, that this is not likely to be met until a certain period has elapsed. I realize, of course, that this is reasonable, provided that the period is not too great, but I would like to know if any given period is allowed by law, or if there is any case law as to what constitutes a reasonable period of waiting before the car is acknowledged as being a complete loss.

A. R. H.

Cradley Heath, Staffordshire.

THERE is no law regarding the period of time that must elapse before it can be assumed that a stolen car cannot be recovered. The only thing we can suggest is that you come to an agreement with your insurance company on the period of time. You could, of course, obtain a statement from the police saying whether they feel that the car will or will not be recovered.

Endorsement

What is the purpose of endorsing a licence? *W. E. B.*

Portsmouth.

IT is taken into account when deciding the penalty for any later conviction.

In many lands in many languages the world's press has paid generous tribute to the Jaguar. Let their words on the Mark VII Saloon speak for themselves. "Indescribable beauty . . .[1] remarkably modern, yet in impeccable good taste.[2] Its roomy body seats six in comfort.[3] Four large suit-cases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed.[4] With its famous XK120 engine, it can do a hundred plus miles an hour.[5] Britain's most outstanding car—and the fastest."[6]

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THE SPORT

by J. A. COOPER

SO that was the Monte Carlo Rally! This year, for the first time since 1931, a British car and crew have gained an outright victory—not only that, another similar combination finished second, and five out of the first six cars were of British manufacture.

So far as we ourselves were concerned, the trip was full of lucky incidents of which I may be able to say more when all the present excitement has died down. But on one point I am particularly certain, and I am sure that Desmond Scannell would be the first to agree with me; whereas there are a good many people who could have done what Desmond and I did, given the same circumstances, there are very, very few—if any—others who could have duplicated Stirling Moss' skill as a driver, both in the critical part of the road section and in the regularity test.

Certainly, it was a tough rally, more so than for some time; not that equally bad conditions have not been met with on some sections in recent years, but they have not lasted for so much of the route. As we were one of the last twenty or so cars in the rally, and had 300 cars ahead of us, there were times when the whole road, for as much as a quarter of a mile, appeared to be a mass of stuck cars, with unhappy mortals pushing and swearing in all directions, fitting chains, working jacks, and generally discovering just how inaccessible the modern car is.

Anyway, it has been a magnificent rally, and a worthy successor to its many illustrious predecessors. Sydney Allard's victory will be universally popular with all those who know how hard he has tried for so long, how unfailingly cheerful he always remains, whatever may befall, and what bad luck he had two years ago, when a loose ignition lead caused him to be two minutes late in Monte Carlo, after 2,000 miles of driving, to miss a very good chance of victory.

COMING SHORTLY

FEBRUARY 1.—B.A.R.C. Film show, Picturedrome, Langney Road, Eastbourne, preceded by informal supper at Mansion Hotel, Sea Front, Eastbourne.

1.—Mid-Surrey A.C. Annual general meeting, Queen Adelaide Hotel, Kingston Road, Ewell, Surrey, 8 p.m.

1.—Cambridge 50 Car Club and Peterborough M.C. Pike and Eel Inn, near Over, Cambridgeshire, during evening.

3.—Hagley and D.L.C.C. Clee Hill Trial, starting from the Falcon Hotel, Bridgnorth, Shropshire, 9.30 a.m.

3.—Herts County A. and A.C. Winter Cup Trial, starting from the Lambert Arms, Aston Rowant, Oxfordshire, 11 a.m.

6.—M.G. Car Club (N.W. Centre). Noggin and natter and film show, Flying Horse Hotel, Town Hall Square, Rochdale, Lancashire, 7.30 p.m.

7.—B.A.R.C. (Yorkshire Centre). Mobiloil racing film show (of the American season), Parkway Hotel, Otley Road, Leeds, 7.30 p.m.

8.—Warrington and D.M.C. Meeting to which all motorists are invited, Clubroom, Bridge Foot Garage, Wilderspool Causeway, Warrington, Lancashire, 8 p.m.

8.—Shenstone and D.C.C. Annual dance and presentation of awards, Parson and Clerk Hotel, Chester Road, Streetly, Staffordshire, 8 p.m.

9.—Lancia M.C. Film show, London Stone Inn (opposite Cannon Street Station), Cannon Street, London, E.C.4, 6.30 p.m.

9.—Herts County A. and A.C. Annual dinner and dance, Buck's Restaurant, High Street, Watford, Hertfordshire, 6.30 for 7 p.m.

9.—A.C. Owners Club. Annual dinner-dance, Rembrandt Hotel, South Kensington, London, S.W.7, 7 for 7.30 p.m.

10.—M.G. Car Club (S.E. Centre). Chilterns Trial.

10.—Southsea M.C. President's Trophy Trial, starting from the Welcome Hotel, Petersfield, Hampshire, 9.30 a.m.

IN this year's International *Daily Express* Trophy race meeting, to be run on May 10 at Silverstone, the B.R.D.C. is following the current trend of events, in that the race will be confined to cars conforming to the current international Grand Prix formula 2 (engine capacity not exceeding 2,000 c.c. u/s, or 500 c.c. s). In adopting this formula for the Trophy race, the club is following a lead already set by many of the major race organizers on the Continent. With such contenders for formula 2 honours as Alta, Connaught, Cooper, E.R.A. and H.W.M.—in the British field alone—it can be felt that the alteration from last year's event is, in the circumstances, a wise one. Yet, at the same time, it is impossible not to feel a certain nostalgia at the fast approaching disappearance from the racing scene of the well-known and well-liked cars of the formula 1 field.

In addition to the production sports car race, of one hour duration, a race for production touring cars will be run. Silverstone circuit has now been taken over by the B.R.D.C., of course.

IT never ceases to surprise me when, into an endless seeming winter, the regulations of an event, inseparable from spring or summer, arrive without warning through the post. So it was that the regulations for the Midland Automobile Club's International speed hill-climb for racing cars at Shelsley Walsh, on April 26, came almost like a messenger from another planet, to remind us that the season is not so far away, or spring either—which will sound trite to those working frantically to defeat time in the preparation of their machines for the competitions ahead.

The classes to be catered for at Shelsley are as follows: up to 500 c.c.; 501 to 1,100 c.c.; 1,101 to 1,500; 1,501 to 3,000; and over 3,000 c.c. Fastest time of the day will fetch the prize of £100 and the Challenge Trophy, second f.t.d. £50, and third f.t.d. £25.

Entries are limited to 90 in all; the closing date is March 14, at 12 noon.

THE Hagley and District L.C.C. has an excellent entry for its Clee Hill Trial, to be run this weekend, on Sunday. With more snow threatened as I write this, the prospect is certainly exciting, if cold, and with such names as Mike Beardshaw (Wharton), E. B. Wadsworth (Austin), R. W. Phillips (Austin-Javelin), to mention only three, the event will be stiffly contested. The start is at 9.30 a.m., from the Falcon Hotel, Bridgnorth, Shropshire. The course, of 55 miles, will include eight observed sections and two timed sections.

Also this Sunday, February 3, is the Herts County A. and A.C. Winter Cup Trial, starting from the Lambert Arms, Aston Rowant, at 11 a.m.

LAST week one of the keenest clubs got its members together in London in force for the annual buffet-dance and

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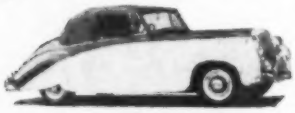

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THE SPORT . . . . . continued

presentation of awards. This was the Seven-fifty, which caters, of course, for the pre-war Austin Seven enthusiast. Naturally this formula has a financial appeal compared with most other forms of racing, but, whatever the reason, an enormous crowd turned up for the "do."

The prizegiving was entrusted to John Bolster and it must be recorded that the array of silverware was quite exceptionally impressive. The main award was won by L. Wood, for the best performances in 750 formula events in 1951, A. C. B. Chapman having broken the crankshaft of the famous Lotus once too often.

CLUB NEWS

Southsea M.C.—The President's Trophy Trial, one of the qualifying events for the B.T.D.A. Star award for 1952, will be run on Sunday, February 10, over a 50-mile sporting course. The average speed to be maintained by competitors has been set at 15 m.p.h. Observed sections included in the route will be covered from a standing start, in addition to special driving tests. Invited clubs are: Harrow C.C., Bristol M.C. and L.C.C., N.W. London M.C., West Hants and Dorset M.C., 750 M.C., Hants and Berks M.C., and the Kentish Border C.C. Honorary secretary of the meeting is S. A. Faulkner, 113, London Road, Waterlooville, Hampshire, to whom entries should be sent before Monday, February 4.

Allard O.C.—The first annual dinner and dance was celebrated on Tuesday, January 8, at Frascatti's, Oxford Street, London, W.1, when a member was heard to remark that "obviously the only way to get a good dinner is to buy an Allard." Earlier in the day Sydney Allard had been stranded in Paris, and caused much laughter by his account of the trials of his journey. "Goff" Imhof and Cyril Wick also acquitted themselves honourably in their postprandial orations, and it was altogether a most successful and sociable evening.

Morgan 4-4 Club.—The Midland Rally, which was to have been held on January 26-27, had unfortunately to be cancelled.

Maidstone and Mid-Kent M.C.—The Tyrwhitt-Drake Cup Trial, on January 20, proved a disappointment for Michael Lawson. Had he won the event this year—for the third time in succession—he would have kept the cup. A sharp bend on the Fleur de Lis section, however, was his undoing, and later he failed on Coldharbour, when his gear lever jumped out; the sharp bank here defeated many others, among them being G. Pentony. The course included two excellent new sections, Boarley Range and Emerald Bank, both of which stopped the whole entry. The premier award was won by A. A. Baring, in the Cotton. First-class award: Ford Spl (H. R. Lewis); second-class award: Lotus (M. H. Lawson). Trials specials: Cox Spl (L. G. Notley); sports cars: M.G. (W. Coleman); saloon cars: Sunbeam-Talbot (T. J. Austin). There were 20 competitors.

Cambridge 50 C.C.—The annual dinner and dance will be held on February 11, at the Guildhall, Cambridge, starting at 7 p.m. Tickets for this may be obtained from the honorary secretary, A. G. Cooper, 31, Hills Road, Cambridge.

This evening (February 1) a joint noggin and natter with the Peterborough M.C. will be held at the Pike and Eel Inn, near Over, Cambridgeshire, at 8 p.m.

IN BRIEF

Discussions are being held in Johannesburg on present and future development of Oldham and Son (Africa), Ltd., to take part in which Mr. John Oldham, O.B.E., J.P., chairman and joint managing director of the parent company, has left for South Africa.

The export and shipping departments of Henley's Tyre and Rubber Co., Ltd., have moved to 78, Mount Street, London, W.1. The telephone numbers are Grosvenor 3366-8, and the cable address remains Hetewocol, London.

The death occurred early in January of Mr. R. Brown, M.I.M.E., M.I.M.T., of Aubrey Street, Hereford, whose firm of his own name are main distributors for Alvis and Sunbeam-Talbot cars. He achieved considerable successes in his early days as a pioneer motor cyclist and motorist, his activities including second place in the 1922 Isle of Man T.T. Race on a Sunbeam. More recently he drove a Sunbeam-Talbot in the Alpine Trial. He was 56.

In *The Autocar* of January 25 it was stated that repairs to the Sunbeam-Talbot driven by J. Clegg in the Monte Carlo Rally were carried out by Martin Walter Ltd., of Folkestone. This was incorrect, as this particular car was serviced by the Folkestone depot of the Rootes group.

INFORMATION SOUGHT

No. 16180. 1934 1750 c.c. supercharged Gran Sport Alfa Romeo
"I.T.E."—General experiences, tips and a handbook.

No. 16181. 1931 18 h.p. Sunbeam
"R.J.S."—Information, maintenance details and a handbook.

No. 16182. 1936 B.S.A. Scout
"K.W.B."—All possible information. A handbook or the loan of one would be appreciated.

No. 16183. 1932 Standard Little Nine
"J.M.F."—Gearbox dismantling hints and a handbook.

No. 16184. 1937 Riley 12-4 Kestrel
"J.A.H."—All possible information, hints on fitting twin S.U. carburettors, a handbook and spare parts list.

No. 16185. 1930 7 h.p. Triumph
"R.M.N."—Petrol consumption, general information. Also a handbook, on loan if necessary.

No. 16186. 1935 2-litre M.G.
"G.G.H."—Running details, transmission and any other information. Handbook also required.

No. 16187. 1933 Alvis Speed 20 Coupé
"C.B."—All possible information and a handbook.

No. 16188. 1938 VA M.G. Saloon
"A.R.N."—Running and maintenance details; also a handbook.

No. 16189. 1932 Peugeot 301
"J.B."—All possible information and a handbook.

No. 16190. 1938 1.5-litre Opel Olympia
"J.L.W."—All possible information and a handbook.

No. 16191. 1934 Singer Nine Tourer
"P.J."—All possible information and a handbook.

No. 16192. Handbooks Required.
"E.G."—1938 Singer Nine Bantam.
"A.P."—1940 25 h.p. Dodge.
"C.E.H."—1939 2.6-litre M.G.
"D.A.D."—1923 21.6 h.p. Rolls-Royce.
"A.M."—1938-39 Series III Morris.
"E.L.R."—1934-35 Humber Twelve.
"A.F.V."—1948 Vauxhall Fourteen service repair manual.
"H.J.L."—1937 Rover Twelve.
"J.R.T."—1939 Morris Twelve-Four.
"C.V.M."—Frazer-Nash-B.M.W., Types 319 and 326.
"G.C.G."—1937-38 25.4 h.p. Studebaker Dictator.
"P.S.N."—1936 Daimler Light Fifteen handbook or workshop manual.

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1939 Alvis Speed 25 drop head coupe (foursome), in excellent condition; £695.—Pavilion Garage, Brigg Rd., Scunthorpe. Tel. 3834. [5726

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1949 Alvis drop head foursome coupe, finished black with fawn leather, 19,000 miles, immaculate throughout; £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5615

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R

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1949—50 Alvis; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

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P & J

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R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4377

TOM GARNER, Ltd., offer:—

ARMSTRONG SIDDELEY (18hp) 2.5-litre Whitley saloon, grey with green leather, 500 miles only, list price plus handing charge.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6099

CHARLES FOLLETT, Ltd., offer:—

1950 Armstrong Siddeley 18hp Typhoon, blue, radio, 16,000 miles, very good condition throughout; £1,525.

18, Berkeley St., W.1. May, 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936-8. [6408

ACE SERVICE STATION (LONDON), Ltd., offer:—

ARMSTRONG SIDDELEY Typhoon 1946, black, beige hide, magnificent condition throughout; £750.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6501

1938 Armstrong 17hp 7-seater limousine, privately owned.—Autowork, Ltd., Winchester. Winchester 4834. [6108

ARMSTRONG SIDDELEY

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe, £1,475.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon; £995.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe; £875.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6616

1938 Armstrong Siddeley 17hp saloon, fitted preselector gear box, bodywork and interior in perfect condition; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4860

1950 (July) Armstrong Hurricane, recently checked at works, guaranteed as new, mileage 9,000; £1,500.—Box 6556. [6045

ARMSTRONG 20hp 7-seater limousine, absolutely perfect condition; £375.—Bell's Service Garages, 29, Roehampton Vale, Putney 3029. [6005

850 gns.—Armstrong Siddeley, September 1947, Typhoon sports saloon, black, maroon leather, manual gear change, radio, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

725 gns.—Armstrong Siddeley, June 1946, Hurricane foursome drop head coupe, fawn, brown leather, manual gear change, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Armstrong Siddeley, 1936, 14hp de luxe 4-door saloon, black, sliding head, blue leather, preselector; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6545

1947 Armstrong Siddeley Lancaster saloon, one owner, moderate mileage, good tyres, colour maroon; requires repainting; £750.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [4642

1948 Armstrong Typhoon, black with brown leather upholstery, radio and heater, Regency loose covers, very low mileage, in new condition; £985; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [4356

£199—1936 Armstrong 17 modern saloon, exceptionally clean condition, unrepeatable offer; also a 4-light 17 saloon, in above average condition, at same price.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6190. [5982

£975—1948 (July) Armstrong Siddeley Hurricane coupe, black and chromium, brown leather, heater, one meticulous private owner, quite outstanding car, thoroughly recommended, written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6417

£377—Magnificent modern Armstrong Siddeley 16hp 2-door sports saloon, tremendous performance with economy, genuine original condition motor car, very beautifully maintained, nobody really driving or looking at this vehicle would possibly believe it to be 13 years old; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6805

CAMDEN MOTORS.—Armstrong Siddeley 25hp 7-passenger limousine, 1940 model, unblemished black cellulose with beautifully appointed interior, face forward occasionals, division, carefully maintained, never used under hackney licence, condition far superior to most vehicles of this type; rare opportunity for discerning hire operator; £595.

CAMDEN MOTOR.—Armstrong Siddeley 16hp Hurricane drop head foursome coupe, 1946, immaculate deep maroon cellulose with leather interior, nominal mileage, splendid condition; £745.

CAMDEN MOTORS.—Armstrong Siddeley 17hp saloon de luxe, 1937, original blue coachwork with leather interior, fine modern looking car with a real performance, unrepeatable; £345.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday-Saturday. [6657

A & S Limousines 1938 25hp, partition, forward occasionals, leather, exceptional order, black, from £585. Also

LIMOUSINES 1939 17hp, partition, forward occasionals, black, desirable condition, economical, £685. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [6225

Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6089. [3545

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6431

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls, service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

Armstrong Siddeley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2851. [0770

BIRMINGHAM joint distributors, spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0848

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6218. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors. New 2.6-litre for demonstration.

BUY or Sell Your Car At

103. New Bond St., London, W.1. Mayfair 8351/6. [5733

ASTON MARTIN Mark II 4-seater tourer, requires respray and minor mechanical attention; £385.—Grosvenor 2635. [5541

1933 Aston Martin long wheelbase 4-seater, recent respray, excellent hood and screens, very good general condition; £295.—Sharp, Monks Gate, Horsham. [6126

LATE 1949 D.B.1 Aston Martin drop head coupe, fitted with Spa engine, excellent history, speedometer reading 21,649; price £1,850.—Wroots Motors, Grove St. Garage, Doncaster. Tel. 49360. [5537

495 gns.—Aston Martin, 1937, 15/98 2-litre 4-door sports saloon, metallic blue, sliding head, leather upholstery, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6543

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Priary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUSTIN SEVEN

1934 Austin 7 saloon, excellent condition; £137 10.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [4491

£49 10.—1930 Austin 7 Swallow, insured.—Edwards, 18, Durnsford Rd., Wimbledon. [6673

1938 (1939 model) Austin Big 7, very sound; £315. —Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6453

£250—Austin 7 saloon 1937, black, sun roof, perfect condition throughout.—M. B., Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6250

225 gns.—Austin 7, 1937 model, Ruby de luxe saloon, dark blue, sliding head, blue leather, good Dunlop tyres; terms, exchanges.—Rowland Smith; below.

195 gns.—Austin 7, 1936, drop head cabriolet, grey, leather upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6546

£74 deposit or £149 cash.—1935 Austin Ruby saloon, excellent mechanical condition; 3 months' guarantee.—C. & S. Motors, Dudden Hill Lane, Neasden. Gladstone 6605-6. [6480

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1940 Austin 8, in really immaculate condition throughout, left-hand drive, excellent mechanical order; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique three months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [6737

GLANFIELD LAWRENCE offer:—

1946 (Oct.) Austin 8 4-door saloon de luxe, 20,000 miles, one owner, in very nice condition throughout; £565.—407, High Rd., N.12. Finchley 0091. [6608

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1947 Austin 8 de luxe 4-door saloon, black, brown interior, excellent condition; £535.

1946 (November) Austin 8, taxed, black, brown leather interior, fitted wireless, seat covers, etc., exceptionally well maintained, showroom condition; £565.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [5321

1946 model Austin 8hp, one owner since new, in original condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [3677

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

AUSTIN 1947 8 saloon, 13,000, one owner, exceptional condition and appearance; £600.—The Avon, Flishinghurst, Cranbrook, Kent. [6122

1947 Austin 8 4-door saloon, exceptional condition, black, one owner, any trial; £515.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [4485

1940 Austin 8 sun saloon, 35,000 miles, recellulosed and reconditioned engine 25,000, one private owner; £398.—Slater, 22, Arlington St., S.W.1. Mayfair 8070. [6132

1947 Austin 8hp 4-door de luxe saloon, finished black with brown hide upholstery, guaranteed mileage only 9,000 miles and whole car indistinguishable from new; £645.
ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [6727

495 gns.—Austin 8, January 1946, 5-seater utility, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hampstead Tube). Hampstead 6041. [6547

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AS new, post-war Austin 8 required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 1288 (day). [0723

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN TEN

GLANFIELD LAWRENCE offer:—

1947 Austin 10 saloon de luxe, black, brown leather, 30,000 miles, rebored, etc., superb throughout; £715.—407, High Rd., N.12. Finchley 0091. [6607

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Austin 10 saloon, black, recond. engine recently fitted.—Swiss Cottage, Finchley Rd., N.W.3. [3574

WELL HALL ROAD GARAGE, offer:—

1939 Austin 10 saloon, very nice condition throughout, loose covers, good tyres; £365.
WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Elt. 3834. [5060

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Austin 10 de luxe saloon, black, brown interior, excellent condition; £585.
D. J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [1309

£275—Austin 10 saloon, exceptionally nice, good tyres.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [6037

1945 Austin 10 saloon, sound condition, black and brown; £550.—Haskins, Ladbroke 1155. [5291

1938 Austin 10, black, immaculate condition; £450.—Hendon Central Garage, Hendon 1423. [5298

1946 Austin 10 saloon, black, leather, interior perfect, recommended condition throughout; £650.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6504

1947 Austin 10 saloon, black, leather interior, fitted reconditioned engine, perfect condition; £750.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3694

1939 Austin 10 saloon de luxe, blue, blue leather; £395.—4, Hesper Mews, Earls Court, S.W.5. Frobisher 4292. [6653

1947 Austin 10 saloon, in excellent condition; £625.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6748

1946 Austin 10 saloon, fitted radio, beautiful condition throughout; £675.—Hendon Central Garage, Hendon 1423. [1988

£465—Austin 10 1940 4-dr. s'n., excellent appearance, new carpets, headlining, good mechanically; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [6058

1947 Austin 10 de luxe saloon, 4,000 miles since reconditioned engine fitted, whole car far above average, guaranteed; £650.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6152

1938 Austin 10 saloon, nice order; £385.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6464

1939 Austin 10hp saloon de luxe, blue; £420.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4481. [2441

£595—Austin 10hp 4-door de luxe saloon, 1947, sun roof and real leather interior, original black finish, new set of Dunlop tyres, very outstanding bargain.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2941 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery. Showrooms open till 7 p.m., Monday-Saturday. [6842

WALTER SCOTT, Ltd. 1936 Austin 10 cabriolet, black, exceptional condition; £285.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [9406

1946 (Nov.) Austin 10 de luxe saloon, black with brown leather upholstery, in excellent condition; £665.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6457

£386—Austin 10 Cambridge de luxe, excellent bodywork, good leather interior, 100% mechanically, one of the finest and cheapest yet offered; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6806

1936 Austin 10hp Lichfield saloon, finished black with fawn leather upholstery, engine recently reconditioned and just recellulosed black, a specimen car with good performance and economical running, good tyres; £325.
ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [6728

245 gns.—Austin 10, 1937 model, Cambridge de luxe 4-door saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6548

51000 miles (perfectly genuine and less than many post-war cars) 1938 black saloon, green leather, 2 owners (clergyman and engineer), first engine overhaul, new tyres 5,000 ago, first-class condition throughout; £425; reason for sale, new car delivered.—Sowerby, 74, Marston Gardens, Luton. [6688

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

AS new, post-war Austin 10 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

A HIGH price paid for good Austin 10, 1937-39.—1, Belmont Hall Court, Belmont Grove, S.E.13. Lee Green 4555. [5899

AUSTIN A40

CAR MART, Ltd.
LONDON distributors.

1950 Austin A40 saloon, heater, 1,000 miles; £1,145.
1950 Austin A40 saloon, heater, 3,000 miles; £1,115.
1950 Austin A40 saloon, radio, heater, 11,000 miles; £1,055.
1950 Austin A40 saloon, radio, heater, 16,000 miles; £985.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6356

ROUNDABOUT offer:—

1950 Austin A40 saloon, 12,403 miles, one owner, as new; £1,050.
ROUNDABOUT GARAGE, Western Ave., Greenford, M'dx. Waxlow 1071-5. [6093

ELITE MOTORS offer:—

1949 Austin A40 Utilicon, attractive, cellulosed in dual green, fold-flat concealed seats, excellent mechanical condition; £650.
ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [6411

RUSSELL MOTORS offer:—

1950 Austin A40 saloon de luxe, 13,000 miles only.
THE above car subject to any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [4353

B. J. HUNTER, Ltd., offer:—

1950 Austin A40 saloon, full de luxe model; £985.—Below.
1949 (November) Austin A40 saloon, country car, carefully used; £885.—Below.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8673

H. A. SAUNDERS, Ltd. offer:—

1950 Austin A40 saloon, black with grey upholstery, 7,000 miles; £1,035.
1950 Austin A40 saloon, grey with blue upholstery, radio, heater, etc., 5,000 miles; £1,085.
836-842, High Rd., N.12. Hillside 0084. [6160

SAUL & SLATTER, Ltd., offer:—

1950 Austin A40 Countryman, green; £825.
44-46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [6765

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 Countryman, green, 14,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6463

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 Austin A40, grey, blue leather interior, mileage 4,000, condition as new, taxed 'til end of year; £1,095.
D. J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [6229

1949 Austin A40, new condition, one owner; £895.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [6193

1950 Austin A40 Countryman, 5,000 miles, heater, as new; £1,050.—Below.
1949 Austin A40, 11,000 miles, radio, heater, immaculate; £875.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6231

1949 Austin A40 saloon, grey, one owner, excellent condition; £895, hire purchase and exchanges arranged.
GOLLY'S GARAGE, Earls Court Rd., S.W.5. Fro. 0065. [5066

1948 A40 Dorset saloon, green, reconditioned engine, bargain; £775.—Springfield Garages, Ltd., Southgate, N.14. Pal. 6825. [5169

1950 model Austin A40 de luxe, heater, grey, blue leather, one owner, 15,000 miles, perfect; £1,025.—Tel. Runfold (Surrey) 485. [6213

CENTRAL GARAGE (CROYDON), offer 1949 Austin A40, grey with blue leather, excellent condition; £900.—Central Garage, Croydon 7464. [5604

1950 A40 Devon sunshine saloon, grey and blue trim, one owner, small mileage; £1,075.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [1319

1949 Austin A40, grey with beige upholstery, beautiful condition in every detail; £895.—Pantiles Service Garage, London Rd., Guildford 5526. [6255

1950 Austin A40 4-door Devon saloon, first registered 28.1.1950, finished in dark green with beige leather upholstery, one previous owner, fitted with heater, in immaculate condition throughout.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6187

1949 A40 saloon, black/beige upholstery, moderate mileage, one owner, £845; a selection always in stock; prices from £845 to £1,100.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. [6601

1949 blue leather blue Saloon, heater, radio, (concealed aerial), low mileage, engineer maintained, most exceptional condition throughout, Bargain Value.—Alpe, Providance Court, North Audley Street, Mayfair-2941. [6215

1949 (June) Austin A40 Devon saloon, grey with blue leather, sun roof, radio and heater, one owner, 21,000m., perfect; £875.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6850

795 gns.—Austin A40, August 1949, Dorset saloon, black, fawn leather, heater, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6550

Austin A40 Cars Wanted

T
H
E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0957

A40 car wanted.—Mac, 2, Park Hill, Carshalton, Surrey. Wallington 6597. [2167

AS new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s with 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

12hp Austin saloon, 1939, black, exceptionally well maintained; £455.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [6036

1939 Austin 12, good condition; £385.—Blue Star Garages, Ltd., 617, Finchley Rd., London, N.W.3. Ham. 2254. [5416

1939 Austin 12/4 Ascot de luxe saloon, recent overhaul, clean condition; £440.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6540

1946 Austin 12 saloon, recon. eng. Aug. 1951, repainted Dec. 1951, one owner, flawless; £695.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [6147

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition; £395; also 1936 12/6, above average condition, £225.—A.Z Motors, Palmerston Rd., N.W.6. Mai. 4723/33. [5762

£165 taxed year!—1934 Austin Heavy 12/4 de luxe saloon, condition far above average throughout, including tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6539

365 gns.—Austin 12, August 1937, Ascot de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6549

Austin Twelve Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0064

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

CAR MART, Ltd.
LONDON distributors.

1948—49 Austin 16hp saloon, radio, heater, 15,000 miles, £995.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6357

JACK ROSE, Ltd., offer:—

1948 Austin 16 4-door saloon, delivered 1948, one owner, exceptionally clean inside and out, new Dunlop tyres; accept £855.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677 8. [6515

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condition, one owner, trade only.—WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4177

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition throughout; £980.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [6008

1948 Austin 16 saloon, perfect cond. throughout; £950.—BERTRAM CUWEN, Ltd., Hermitage Lane, Streatham. Pollards 2100. [6390

1938 Austin 16 sun saloon, black with red leather, guaranteed, £360.—C. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6155

1938 Austin 16, brown leather upholstery, one owner, splendid mechanical condition; £575.

1946 Austin 16 saloon, fitted loose covers and link mats, twin spotlights; £775.

1948 Austin 16 saloon, black, brown leather upholstery, very smart car; £850.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [6503

145 gns.—1956 Austin 16 saloon, excellent condition. Autosnips, 5, Balham High Rd., Balham 1508. [6712

1948 Austin 16 saloon, new engine, tyres, battery, respayed, immaculate; £865.—Bucks Motor Co., Aylesbury 164. [6414

£995.—Austin 16hp saloon, black, brown leather, cars taken in part exchange.—Lawton-Goodman, 56, North Audley St., W.1. [4760

AUSTIN 16, August, 1947, perfect condition, black and brown leather, exceptional value; £725.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [4486

AUSTIN 16hp provincial hire car, fitted with attachment for taxi meter, new and unused at maker's list price, immediate delivery.—Sands, Burnham, Bucks. 84. [6410

£295.—Austin 16hp Chalfont 7-passenger limousine, 1936, face forward occasionals, division, leather interior, sound order, excellent tyres; unrepainable.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery. Showrooms open till 7 p.m. Monday-Saturday. [6838

1949 Austin 16 de luxe saloon, finished black with brown hide, beautifully maintained car fitted with heater and windscreen demisters, one private owner since new; £950.—ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4591. [6729

850 gns.—Austin 16, 1949, de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges.—Rowland Smith, below.

695 gns.—Austin 16, December 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, exceptional condition; terms, exchanges; test; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6551

1948 (March) Austin 16hp saloon, blue with brown leather, fitted heater, perfect throughout; £895.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6649

WALTER SCOTT, Ltd.—1946 Austin 16 saloon, black, reconditioned engine, excellent condition; £685; terms, exchanges.—98, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Fri. 5914. [5304

1948 Austin 16 de luxe saloon, one owner, quite unmarked, open any examination, bargain; £855; also 1934 7-str. saloon, bargain £125.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [4550

1949 Austin 16 saloon, blue, black wings, brown hide upholstery, one careful owner, low mileage, fitted radio and heater.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519. [6065

1948 Austin 16 de luxe sun roof saloon, finished black, brown leather upholstery, 20,000 miles only, fitted built-in radio, spotlights, loose covers, taxed December; in really immaculate condition throughout; trade enquiries welcomed.—MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [6805

HIRE 16hp Austin 4-door Limousine, 1949, partition, forward occasionals, leather, low mileage, black, carefully maintained, bargain price. Seen:—ALPE & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair-2941. [6226

Austin Sixteen Cars Wanted

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

WANTED, Austin 16s, 1948 and 1949 saloons.—Motourists, East Finchley Station. Tudor 2501. [0705

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

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THE CART MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0955

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON distributors.

1950 Austin A70 saloon, heater, 11,000 miles; £1,215.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6356

H. A. SAUNDERS, Ltd.

1949 Austin A70, 12,000 miles.—Radlett, Herts. Tel. Radlett 6167 and 5849. [3716

TOM GARNER, Ltd., offer:—

1950 Austin A70 Hampshire saloon, stone grey with brown, fitted radio and sun roof, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6100

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, beige with brown upholstery, radio, heater, sun roof, etc., 7,000 miles; £1,275.

836—842, High Rd., N.12. Hillside 0024. [6158

1950 A70 saloon, 9,000 miles, one owner, superb condition throughout; £1,225.

WINDOVERS, Ltd., 33, Sloane St., S.W.1. Sloane 6970. [6211

1950 (Nov.) Austin A70, 5,300 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [6445

1950 A90 Atlantic sports saloon, finished in grey, grey leather upholstery, fitted heater, radio, 7,000 miles, a beautiful car; £1,375.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [4030

1950 model Austin A90 power operated coupe, left-hand drive, 12,000 miles; £1,095.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4871.

1950 (Nov.) Austin A70 saloon, blue with blue leather, heater and demister, 7,000 miles, as new; £1,325.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [6174

1950 (Oct.) Austin A70 saloon, 6,000 miles, sun roof, heater and radio.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.8. Western 4351. Trade only. [6785

1950 (March) Austin A70 saloon, radio, heater, seat covers, speedo reading 14,500, one owner, exceptional condition throughout; £1,075; consider exchange.—Turner, Palmers Green 7535. [6790

ROSE & YOUNG, Ltd., offer:—1950 Austin A90 Atlantic coupe, radio and power operated hood, low mileage, finished in cream, with black leather; £1,075.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [5847

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0353

AS new post-war Austin A70 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0691

AUSTIN EIGHTEEN

£195.—1934 Austin 18 7-seater, long chassis guaranteed; payments.—Oldfield, 380, Kensington High St., W.14. Western 6631. [0470

1937 Austin 18 Chalfont 7-seater limousine, immaculate, guaranteed; £450; payments.—Vaughan, 17, Ashwood Mews, S.W.7. Fro. 1519. [6790

CAMDEN MOTORS.—Austin 18hp York 7-passenger saloon, 1936, sound black coachwork with leather interior, face forward occasionals, practically new tyres, splendid runner; £295.

CAMDEN MOTORS.—Austin 18hp 7-seater limousine, 1938, face forward occasionals, division, leather throughout, excellent condition, outstanding value; £695.

CAMDEN MOTORS.—Austin 18hp 7-seater Iver limousine, 1939, privately owned and taxed since new, original dark blue finish, leather interior to match, folding occasionals, division, heater, exceptional order; £895.

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1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—R. C. Mortlake, 258, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4904. [6050

1939 Austin 18 Ivor limousine, face forward, cloth rear, leather front, mechanically 100%, paintwork poor; £645.—Collums Car Sales, Maida Vale 5154 and 5831-2. [5345

A & S Limousines also seven passenger Saloons, selected carriages, guarantee giving mechanical particulars.

LIMOUSINES 18hp, 1937/1938/1939, partitioned, forward occasionals, leather, reasonable cost. Seen:—ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [6227

Austin Eighteen Cars Wanted

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—897, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

AUSTIN TWENTY-EIGHT

A & S Limousine Ranelagh, 1939, partition, forward occasionals, leather, certified mechanically, magnificent carriage. £1,095. Seen:—ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [6228

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CAR MART, Ltd.
LONDON distributors.

1949 Austin A125 saloon, radio, heater, 9,000 miles; £1,695.

1949 Austin A125 saloon, radio, heater, 19,000 miles; £1,525.

1950 Austin A135 saloon, radio, heater, 5,000 miles; £2,395.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6359

W. J. BROWN, Ltd.

1949 Austin Sheerline saloon, black, hide upholstery, radio, heater, 20,000 miles; £1,475.—W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3, Hampstead 4414. [6655

BOON & PORTER, Ltd.

1949 (April) Sheerline, new condition, special front seats, special radio at 24,000 miles, new engine with Princess modifications was fitted, mileage now 38,000, chauffeur driven, absolutely as new, unique car with terrific performance; £1,495.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [6089

1949 Austin Sheerline saloon, gunmetal, grey leather, radio and heater, genuine mileage 16,000, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6326

1950 Austin A135 Princess saloon.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [6841

AUSTIN Sheerline A125, first registered November, 1948, approximate mileage 15,000, excellent condition.—For appointment Tel. Ladbroke 0015. [4255

1950 Austin Sheerline sal., silver grey with blue lthr., 6,200 miles; £1,800.—Jack Olding & Co. 8-10, North Audley St., W.1. Mayfair 5242. [6200

1949 Austin Princess, 15,000 miles, colour black; £1,895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6181

1949 Austin Sheerline saloon, silver grey, excellent condition, radio, heater, sunshine roof, grey leather upholstery piped red, new tyres; £1,500 or near offer.—Victoria 2511. [6416

Austin A125 and A135 Cars Wanted

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GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon; £1,045.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon; £955.

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GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon; 3 from £1,795.

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon; £1,595.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6615

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0026

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0022

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [0039

AUSTIN 10 or medium h.p. in good condition wanted.—52, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2298

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

JACK OLDING, Ltd., 6-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 3051. [0026

Austin Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.
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THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0610

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305

FRICKERS OF HOLLAND PARK (next door to underground) for Austin Service. Tel. Park 5077. [1504

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [3269

AUSTIN 7 spares, any year, any part, largest stockists in U.K. exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852, 2580.

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WEST London.—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5613

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

BRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½- & 4¼-litre)

CMC CAR MART, Ltd.

1950 Bentley Mark VI standard steel saloon, black with maroon leather upholstery, 13,000 miles; £5,450.

1948 Bentley Mark VI standard steel saloon, grey with blue leather upholstery, 8,000 miles; £4,500.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [6375

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1935 delivery Bentley 3½ 4-door saloon, excellent chassis, black; reasonable price.—46, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [4609

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LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to
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JACK BARCLAY, Ltd. [0067

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OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, have a large selection of Mark VI Bentley cars and Rolls-Royce saloons (1947, 1948, 1949 and 1950), all in superlative condition.
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FOX. [6149

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1949 (Dec.) Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.

BUY or sell your car at
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OFFER slightly used Bentley Mark VI cars; details on application.
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RUSSELL MOTORS offer:—

1936 3½-litre Bentley 4-door saloon by Park Ward, grey and black.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9286. [3867

TOM GARNER, Ltd., offer:—

1949 Bentley 4¼-litre Mark VI standard steel saloon, black, with beige leather, 5,000 miles only.

1950 Bentley 4¼-litre Mark VI special 4-door sports saloon by H. J. Mulliner, silver and blue with blue leather, 8,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9285-6. [6088

R. C. MORTLAKE offers:—

1936 4¼ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork reconditioned, altogether immaculate; £1,550.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3153; after 6.30 Arnold 4604. [3751

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INVITE you to call and inspect their unique selection of Bentley cars.

FIRST registered January, 1949, Bentley Mark VI standard steel saloon, colour black, fitted with radio, heater and demister, latest modifications, one owner, speedometer reading 32,119 miles, in excellent condition.

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HAROLD RADFORD & Co., Ltd., Mellon Court, South Kensington, S.W.7. Tel. Kensington 6048 (5 lines). [4203

GUY SALMON AUTOMOBILES, Ltd. offer:—

1948 (June) Bentley Mark VI, fitted special Windover 2-door saloon, genuine 6,000 from new, a most unique Bentley, £4,150.—Portsmouth Rd., Thames Ditton. Emberbrook 2551-2-3. [5505

BENTLEY (3½- & 4¼-litre)

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RIPPON BROS., Ltd.,

NORTHERN Bentley Specialists.

1950 Mark VI standard steel saloon, black with blue leather upholstery.
1949 James Young 2-door sports saloon, holly green with beige leather.
1949 Mark VI standard steel saloon, dual grey with grey leather.
1948 Mark VI (Sept.) standard steel saloon, black with brown leather upholstery, wheel spats and chromium waistband.
1948 Mark VI standard steel saloon, black with brown leather upholstery, long steering column.
1939 4¼-litre Bentley overdrive with special Park Ward 4-door saloon coachwork, black with green leather upholstery.
1934 3½-litre Park Ward 4-door saloon, black with blue leather upholstery.

FOR further particulars please contact the largest Bentley distributors.
RIPPON BROS., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

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OFFICIAL Rolls-Royce & Bentley Retailers.

OFFER:—

1950 Bentley Mk. VI, standard saloon, blue, another in fawn.
1949 Bentley Mk. VI standard saloon, two shades green.
1949 Bentley Mk. VI power operated coupe by Park Ward, green with green lthr.
1948 Bentley Mk. VI standard saloon, grey with grey lthr.; another in black.
1947 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown lthr.
1939 Bentley 4¼-litre high vision saloon by H. J. Mulliner, black.

DELIVERY of new and used cars quoted on application.

AUDLEY House,
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MAYFAIR 8943. [6199

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1950 Bentley Mk. VI steel saloon, dual grey with grey leather upholstery, chauffeur-maintained and indistinguishable from new, 17,000 miles, new tyres just fitted, £5,950.
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1947 Bentley Mk. VI steel saloon, black with brown hide upholstery, 54,000 miles, maintained throughout by Bentley distributors and modification affected, in exceptional condition; £3,750.
14 Berkeley St., London, W.1. Regent 2073. [6514

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1935 (October) 3½-litre fully openable sports saloon by Salmson, black, green leather, 77,000, £1,375.

MASCOT MOTORS, Ltd., 237-43, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-3. [3605

LARGE stock of 3½-4¼ Bentley cars for disposal.

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1950 Bentley standard steel saloon, 620 miles only; £6,300.

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WE have an exceptional 1950 saloon with many special features, regularly serviced by manufacturers, full details on request.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (6 lines). [5526

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BENTLEY 4¼-litre 4-door saloon by Vanden Plas, registered 1936, finished grey and black, grey leather, £1,450.

BENTLEY 3½-litre E.J. series 2-door close-coupled saloon by Park Ward, first registered November, 1935, finished black, grey leather; £1,295. [6075

1947 Mark VI Bentley, in immaculate condition, with all 1950 modifications; £3,950.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [6241

1936 series Bentley 3½-litre Vanden Plas pillarless saloon, black with fawn hide; £1,575.

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ALL mileages quoted on the above cars are guaranteed genuine.
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1949 Bentley Mark VI 4-door saloon, black beige, serviced by makers since new, a specimen car.

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1950 (August) Bentley Mark VI standard saloon, black with brown leather, 17,000 miles, £5,750.

DON EVERALL, Ltd., Cleveland Rd., Wolverhampton. Tel. 23212. [6511

1947 Bentley Mark VI saloon, first registered and guarantee issued September 1950, terms, exchanges, £3,250.

GEORGE NEWMAN & Co., 169, Euston Rd., N.W.1. Euston 4466. [6550

SWANMORE GARAGE, Rolls and Bentley Specialists, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1948 Bentley Mk. VI, S.S. saloon, grey.

1948 Bentley 4¼, L.F. Park Ward saloon, exceptional specimen.

1937 Bentley 4¼, Gurney Nutting saloon (streamlined).

1935 Bentley 3½, Barker 2-seater d.h. coupe. [6076

1936 Rolls-Bentley 3½-litre, Mulliner body, £1,400.—Wroots Motors, Grove St. Garage, Doncaster. Tel. 49560. [6580

CLARKE'S OF PIRBRIGHT, officially appointed Rolls-Royce and Bentley retailers, Pirbright, Surrey, offer the following three used Bentley cars:—

1950 (May delivery) Mark VI standard steel saloon, finished in black with brown leather upholstery, many additional electrical accessories, a beautiful car in first-class condition, £4,950.

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1936 4¼-litre saloon by Park Ward, finished in grey with blue leather upholstery, complete mechanical overhaul during the last 12,000 miles, £1,850.

CLARKE'S OF PIRBRIGHT, automobile engineers, day and night service. Tel. Brookwood 2201-2. [5105

1936 3½-litre Bentley Sportsman saloon, recently overhauled, £1,250, would exchange for late Jaguar with cash adjustment.—Box 6072. [6552

1934 3½-litre Bentley 2-str. sports, black with beige lthr.; £1,150.—Frickers of Holland Park (next door to underground). Park 5077. [6295

1934 Park Ward saloon in very good condition throughout, grey, red leather, £1,225.—Brockelank, 9, Weymouth St., W.1. Lan 5126. [2159

1937 Bentley, 63,000 miles, 2 owners only, £1,850.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6184

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4948

1934 3½-litre Park Ward saloon, excellent condition, grey, blue leather, wireless, recently recellulosed, £975.—Tapley Motors, Ltd., Totton, Hants. [6042

CENTRAL GARAGE (CROYDON) offer: Bentley, first registered 1935, 4-door special sports saloon, excellent condition; £875.—Central Garage, Croydon 7464. [5601

£895.—Bentley 3½-litre 4-door sports saloon by Vanden Plas, 1934, grey with grey leather interior, excellent tyres, typical Bentley sports performance.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges. Free delivery. Showrooms open till 7 p.m. Monday/Saturday. [6635

£1695.—4¼-litre Bentley saloon, over £500 spent with makers, receipt shown; cars taken in part exchange.—Lawton-Goodman, 38, North Audley St., W.1. [4762

1950 (November) Mark VI Bentley steel saloon, 3,000 miles, like new throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557/6970.

3¼-litre, registered April 1935, owner-driver saloon by Freestone & Webb, black with brown leather.—R. Hardy & Son, 49-55, Marylebone High St., W.1. Welbeck 1101-3.

1938 Bentley 2-door saloon high vision, H. J. Mulliner, excellent history, colour black, £1,975.—Clayton's Cars (London), Ltd., 357, Euston Rd., London N.W.1. Tel. Euston 5228 (5 lines). [6185

1949 Mk VI drop head coupe by Park Ward, grey and blue with grey hide upholstery, one owner, 47,000 miles, £4,550.—Morgan, "Moorings," West End, Woking. (Tel. Chobham 46 after 7 p.m.) [4380

1935 Bentley 3½ drop head coupe by Thrupp & Maberly, grey with grey leather, low mileage and equal in every way to new, £1,500, or would exchange with £1,500 for mk. VI.—Tel. Hastings 2019. [6316

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0556

ARCHIE SIMONS & Co., Ltd.—1948 Bentley Mark IV standard steel saloon, colour grey, blue leather upholstery, radio and heater, nominal mileage, just back from maker's, excellent in every way, £4,500.—94, Gt. Portland St., W.1. [6321

3¼-litre Bentley, first registered October 1934, fitted with sports saloon body by Arthur Mulliner; this car was supplied new by us and has had one owner only since new; it has been chauffeur kept and maintained regardless of cost; full history available.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6188

1950 (Oct., 1949) Bentley Mark VI standard steel saloon, racing green, heater and radio, chauffeur (Rolls Certificate) driven, one owner, serviced by Bentley Motors, history available, £4,500 o.n.o. View by Sir Phillip Warter, 50, Beak St., W.1. Gerrard 1524. [6592

BENTLEY (3½- & 4¼-litre)

1935 3½-litre Bentley, with most attractive 2-door foursome sports coupe by Thrupp & Maberley, coachwork in brand new condition and recent overhaul bills total many hundreds of pounds.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4077

1947 (June) Bentley 4¼-litre Mark VI standard steel saloon, finished black with maroon hide upholstery, fitted with sliding roof, interior heater and latest type windscreen demisters, speedo reading 21,000 miles, complete Bentley Motors servicing history available, £3,850.—Below.

1947 (July) Bentley 4¼-litre Mark VI standard steel saloon with sliding roof, finished grey with grey leather upholstery, genuine 51,000 miles since new and maintained by Bentley Motors, originally supplied by us, £3,250.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4580. [6750

1938 Bentley 3½-litre 4-door semi-razor-edge sports saloon by Thrupp & Maberly, just fitted with brand new blue leather throughout; the bodywork, although not just repainted, is immaculate, and mechanically the car is in very good order indeed, the engine having satisfied a thorough inspection in our workshops; £2,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5612

1936 Bentley 4¼-litre 4-door semi-razor-edge sports saloon by Thrupp & Maberly; this car must be seen and tried to be appreciated, having just had the following work carried out: engine stripped and rebuilt by Laystalls, all other mechanical assemblies stripped, checked and rebuilt, body repainted grey, all chromium parts replated and brand new red leather, mats, etc., fitted. P100 headlamp fitted; the car is probably the finest 1936 Bentley available and will satisfy every demand which a Bentley enthusiast may make; £2,150.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5611

4¼-litre 1939 (April) MR Series, overdrive, Park Ward 4-door Saloon, foot, exceptional chassis, showroom condition, black, excellent history, reasonable cost. Seen.

A. LEE & SAUNDERS Ltd. Providence Court, North Audley Street, Mayfair-2941. [6217

BENTLEY (other than 3½- & 4¼-litre)

VINTAGE AUTOS offer:—

BENTLEY 3-litre Red Label 2-seater, just completely rebuilt at a cost of £710, absolutely a new car in every way, £625.

BENTLEY 3-litre Red Label 4-seater tourer, first reg. 1934, £175.

BENTLEY 3-litre Red Label 4-seater tourer, 1928, completely rebuilt with new body and many mods., 1946, £365.

BENTLEY 3-litre Red Label 4-seater tourer, fitted 1931 4½-litre engine, new body, etc., this year, £375.

BENTLEY 4½-litre drop head coupe 1929, recent complete overhaul; £565.

ALWAYS 50 good vintage and sports carriages in stock at competitive prices.

VINTAGE AUTOS, 189-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [6441

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [7661

1928 4½-litre Bentley coupe, beautiful example, 10ft 10in wheelbase, C-type box, mileage 85,000, good tyres, running order and condition, photos available, £400 or offers.—Box 6305. [4852

1930 (June) AD series 4½-litre, genuine 55,000 miles only, fixed head foursome fabric coupe, renovated, repainted, mechanically perfect, unusually smooth and quiet; this impressive car gladly demonstrated. Write or call, 62, Hartland Way, Shirley, Croydon. [6150

Bentley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [0956

SG

OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES) Ltd., 46, Queen St., Maidenhead. Tel. 5431-2. [5921

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

12, St. George St., Hanover Square, W.1. Tel. May. 7444. [0969

CASH immediately for good Bentley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6419

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Rolls-Bentleys (1937 onwards).—Wembley 8691/3/5. [0676

BENTLEYS wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6078

Bentley Cars Wanted

MK. VI or late pre-war Bentley wanted privately.—The Acre Cottage, Sonning-on-Thames, Reading 83518. [5605

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late Bentleys. [0596

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0597

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lav. 3362. [0062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6540 (5 lines). [0007

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 907. [0611

JACK OLDING, Ltd., 5-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

A & S always purchase Saloons, also foursome coupes, 1935 to 1939, please forward details, prompt attention assured.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [4299

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6366. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

JACK OLDING, official Bentley retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—10, Providence Court, W.1. [0022

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6366.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce, Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2765. [0564

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6551

B.M.W. Spares and Service

M & S MOTORS, Ltd., 56 and 57, Lancaster Mews, Craven Terrace, London, W.2, are specialising in all type of B.M.W. service and repairs. Tel. Ambassador 6374. [4795

Bond Minicar Wanted

BOND MINICAR, in good condition, wanted.—52, Brockham Drive, Ilford, Essex. Tel. Valentine 2056. [2275

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464.

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond-trained service manager: no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn.

BRISTOL

BROOKLANDS.

1950 Bristol 400 saloon, blak, class ratio gear box, maintained by makers.

1950 Bristol 402 coupe, maroon, serviced by makers.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8851-6. [5755

ANTHONY CROOK offers:—

1950 type 401 4-5-seater saloon, blue, heater radio, loose covers, one owner, £2,975.

1949 type 400 2-door saloon, black, heater, radio, numerous extras, one owner, £1,695.

1948 type 400 2-door saloon, black, heater, radio, £1,795.

THE above are offered from our stock of used Bristol cars which is the largest in the country; all used cars offered by us have been thoroughly checked over; in many cases cars have been supplied and maintained by us since new; any make of post-war car taken in part exchange; our after-sales service (which, incidentally, is available to all owners of Bristol cars) is backed by a specially trained staff working in cleanest surroundings with the most modern equipment available, including electronic wheel ballancers, engine test bed, and specialised electrical and carburation test bed. All spares for Bristol cars are available from stock, including reconditioned engines, gear boxes, axle assemblies, suspension units, electrical equipment, dynamos, starters, instruments, body parts, wheels, tyres and relined brake shoes, etc., ready for immediate fitting by experts. We also carry out coachwork, recellulosing, trimming, etc., to high standards and have in stock numerous extras and accessories, such as radios, windscreen washers, loose covers, etc.; Continental spares kits. The advantage of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Bristol Distributors, Caterham Hill, Surrey. Tel. 2232-3. [6496

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

FRAZER NASH CARS offer:—

401/Superleggera sports saloon fully modified.

TYPE 400 saloons, colour black, 1948 and 1947 models; full details on request.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [5315

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2383. [0296

KEVILL DAVIES & MARCH, Ltd.

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2383. [4967

1950 Bristol 401, one owner, 12,000 miles, radio and heater, perfect condition.

1950 Bristol 401, 2 owners, 21,000 miles, radio and heater, excellent condition.

1949 Bristol Superlegera Type 401, 18,000 miles, faultless.

L. F. WARD & Co., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Sydenham 4219. [5481

1950 Bristol 401 saloon, black, beige leather, radio and heater, 12,000 miles only, one owner; £1,250.

RUFCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6525

1950 Bristol 402 convertible, in really beautiful condition.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6019. [4096

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0616

1950 (December) Bristol 401, polychromatic grey/beige interior, loose covers since new, 8,000 miles, radio and heater, superb condition throughout; £3,750.

MORGAN, Moorings, West End, Woking. Tel. Chobham 46 (after 7 p.m.). [5959

1950 (Nov.) Bristol 401 saloon, most attractive in off-white, tailored loose covers, wireless, regularly maintained by makers, taxed, £3,350; also 402 drop head coupe at a reasonable price.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [4757

Bristol Cars Wanted

BARTLETT, the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [1240

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [3049

B.S.A.

365 ens.—B.S.A. Scout, 1959 model, Series 6 10hp sports saloon, black, sliding head, red leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5552

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

B.S.A. in good condition wanted.—33, Brockham Drive, Ilford, Essex. Tel. Valentine 2088. [2274

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models. Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4190 and 6252-3. [0641

BUGATTI

CHIPSTEAD MOTORS, Ltd., offer

TYPE 45A 8-cyl supercharged roadster, 18hp, reconditioned, reg. 1940, terrific performance.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [6258

Bugatti Cars Wanted

GEOFFREY EDWARDS Ltd. urgently require for immediate cash good type 57 Bugattis, all models.—Amenbury Lane, Harpenden, Herts. Tel. 118. [1451

Bugatti Spares and Service

J. LEMON BURTON Bugatti service 5 Lonsdale Rd. Kilburn N.W.6. Maida Vale 1331 [0071

BUICK

ROY GALWAY, Ltd.

1950 Buick Super 51 hydromatic 4-door saloon, blue with white wall tyres, heater, radio, and absolutely as new.

1949 Buick Special 2-door 6-seater saloon, complete with nylon seat covers, heater, radio; this car is as new.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines). [9248

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1950 Buick 4-door saloon, colour maroon, radio, heater and loose covers.

RHD 1950 Buick 4-door saloon, colour black, all extras, low mileage.

JOE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4958. [5421

SIMPSONS MOTORS (Tel. Wembley 8691 or 3903) offer:—

1948 model Buick 51 Super, registered 1947, rhd, with accessories.

1948 Buick convertible (full list see "American Cars").—Simpsons Motors (Wembley), Ltd. [3560

1936 Buick Viceroy saloon, in very good condition; £395.—John Gray, 30, Hermitage Lane, N.W.2. Speedwell 1262. [6746

BUICK

1940 Buick 8 1hp, very nice condition; £595.—Below.

1938 Buick 30hp, with division, nice condition; £375.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2213. [6394

BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., have available the following:—

1950 Buick special 4-door saloon, colour green, about 20,000 miles.

1948 Buick Roadmaster 4-door saloon, colour black, 25,000 miles.

1948 Buick super 4-door saloon, colour maroon, 28,000 miles.

1947 Buick super convertible, electrically operated hood and windows, colour maroon, 21,000 miles; all these cars are in very good condition.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121 (5 lines). [5200

LIMOUSINE, 1937, partition, forward occasionals, certified mechanically, exceptional carriage, black, opportunity, £595.

ALPE & SAUNDERS (100-Limousines) Providence Court North Audley Street, Mayfair-2941. [6216

1939 Buick 2/4-seater drop head coupe, 30.9hp, in excellent running order, one owner, 50,000 miles, taxed; £500.—Tel. Runnip 5550.

1937 Buick convertible Foursome, excellent condition, radio, etc.; £375.—Queens Road Autos, 62, Queens Rd., Peckham. New Cross 5860. [4554

1938 31hp McLaughlin Special straight eight saloon, colour black, immaculate condition, superb performance; £375.—F. D. Marriott, Langrick, Boston. Langrick 209.

BUICK, exceptionally elegant Paris show car, 1938 Sedanca, 8-seater, 30hp, r.h.d., mileage only 36,000, whole car as new, concealed radio, etc.; £800.—Write Flat 2, 20, Lansdowne Rd., W.11, or Tel. Park 6470 or Kingston (Warwickshire) 246. [6027

ROSE & YOUNG, Ltd., offer: 1948 Buick Super 8 4-door de luxe saloon, fitted heater, radio, defroster, winks indicators, etc., low mileage, superb condition, l.h.d., first reg. Nov., 1948, black; bargain, £1,495.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5846

BUICK close coupled 4/5-seater fixed head coupe, July, 1938, black with brown hide interior, large swept boot, 31hp, mileage under 50,000, entirely unmarked, fitted radio, heater, Marchall head lamps, would consider other car in exchange, or sell £425.—Ron McKenzie, 152, Washway Rd., Sale, South Manchester. Tel. Sale 1901. [6141

1938-9 Buick Special Viceroy saloon, finished in the original and unmarred black and chrome, a most attractive and outstanding example of this model, interior equal to new and upholstered in Vynhide with new fitted Wilton carpets to match, engine completely reconditioned in 1951, a genuine small mileage car specially tuned for petrol economy 20mpg; taxed and delivered free; £575; terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Prendleton, Manchester, 6. Pen. 5497 [4369

£950.—November, 1948 Buick Super L.H. drive saloon, paintwork immaculate in two-tone grey, inside trimmed with latest type nylon check covers, every conceivable extra, including push-button radio, automatic heaters in front and rear seats, demisters, windscreen washers, swivelling spotlamps, traffic winkers, capacious luggage accommodation, tyres as new, car taxed for the year, really lovely order and unreasonable at the price asked.

BRIAN FINGLASS, Buick Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6. Tulse Hill 4755. [6509

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6435

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Buicks (1937 onwards).—Wembley 8691/3903. [0664

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0504

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1949 Cadillac 4-door saloon, colour maroon, radio, heater and loose covers, approx. mileage 15,000; £3,850.

1949 Cadillac 4-door saloon, colour blue, ohv engine, all extras.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4958. [5420

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Cadillacs (1937 onwards).—Wembley 8691/3903. [0665

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

BRITISH & COLONIAL MOTORS offer:—

1950 Chevrolet 4-dr. Styleline saloon, l.h.d., 9,000 miles.

1949 Chevrolet 4-dr. Styleline saloon, r.h.d., 14,000 miles.

1946/47 Chevrolet 4-dr. Fleetmaster saloon, r.h.d., £10 tax.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3588. [6397

CHEVROLET

JOE THOMPSON (MOTORS), Ltd., offer:—

CURRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4958. [6409

SIMPSON'S MOTORS (Tel. Wembley 8691 or 3903), offer:—

1949 Chevrolet 2-door saloons with accessories; choice of two (full list see "American Cars").—Simpson's Motors (Wembley), Ltd. [3361

1939 Chevrolet fixed head coupe, full 4-seater, recently reconditioned, very attractive car; £450.

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [5327

CHEVROLET, 1949, 16,000 miles, 4-door saloon, l.h.d., heater, fitted loose covers; £1,525.—Bell's Service Garages, 29, Roehampton Vale, Putney, S.W.15. Putney 3029. [6716

1950 (October) Chevrolet 2-door Skyline de luxe saloon, black, mileage 8,000, spare unused, £1,750; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Brixton Place, W.1. Mayfair 0621-2. [2697

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Chevrolets (1937 onwards).—Wembley 8691/3903. [0666

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6403

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6404

CHRYSLER

FRANK DALE offers:—

1938 Chrysler Imperial razor-edge coach built 4-door saloon, fitted large boot, new condition, new tyres, twin horns, beautifully maintained, cost £905, looks and runs like a Rolls, offered at very reasonable price.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [5696

1936—37 Chrysler; £285.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5526 and 5527. Open week-days 9 a.m. to 7.30 p.m. [6485

1938 Chrysler Royal saloon, black, brown leather upholstery, excellent condition throughout, privately owned; £475.—Write Kemp, Hopton, Diss, Norfolk, or Tel., mornings, Garboldisham 269. [6665

£194—Chrysler 20hp saloon, 1955 but gives performance of much later model, recent bills for £95, including brakes, engine, tyres, etc., really excellent economical vehicle, economical 6-seater; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6799

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6420

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Chryslers (1937 onwards).—Wembley 8691/3903. [0667

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155.

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

C. G. NORMAN & Co.

CITROEN sole distributors for the county of London, buyers of low-mileage Citroen cars; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0756

JACK ROSE, Ltd., offer:—

1952 model (23 November, 1951) Citroen Light 15 in black, grey interior, heater, 1,400 (one thousand four hundred miles only) spare wheel and luggage boot never used; an unprecedented opportunity to acquire an almost new motor car; £1,595.

Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [6513

B. J. HUNTER, Ltd., offer:—

1940 Citroen 15hp saloon, just resprayed; £325; below.

1939 Citroen 15, genuine bargain; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [2855

CHIPSTEAD MOTORS, Ltd., offer:—

1939 model 12hp sports saloon, overhauled, excellent condition.

1948 15 special sports saloon, many extras, black and red, radio, etc., specimen.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [6257

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71 [7593

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

PRESENT stock includes:—1948, 1949 and 1950 Light 15 saloons, from £925 to £1,195; full details on request.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173, Westbourne Grove, W.11. Bay. 4274. [2916

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors,

INVITE your enquiries for guaranteed used Citroens, spares and efficient service.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [2986

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

CITROEN Light 15 saloon, registered September, 1949, finished suede green, twin carburettors, speedometer reading 4,000 miles; £1,295.

CITROEN 6-cyl. 22hp 4-door saloon, registered 1940, finished black, brown leather, similar post-war car double this price; £895. [6476

1946 Citroen 15hp, low mileage, grey metalic grey leather, immaculate.

CARR BROS., The Soho Garage, Soho Square, W.1. Ger. 6678/9. [6759

1950 Citroen Light 15 saloon, maroon with red upholstery, 15,000 miles; £1,175.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6532

1939 Citroen 12, good condition; £390.—Blue Star Garages, Ltd., 617, Finchley Rd., London, N.W.3 (Ham. 2254). [5417

1948 (Dec.) Citroen, colour green, 14,000 miles; £950.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6182

12hp Citroen, 1937 model, f.w.d., original cellulose, excellent and immaculate throughout, radio, maroon, red leather upholstery, very little used, private; £325.—Lee Green 4944. [6659

CASS'S MOTOR MART.—1940 (August) Citroen Grand Luxe Big 15 6-passenger saloon, black, over £300 spent on reconditioning in 1951; written guarantee.—5, Warren St., W.1. Euston 3523. [2835

1095 gns.—Citroen Light 15, September 1949, de luxe 4-door saloon, black, sliding head, red leather, radio, one careful owner, 11,600 miles, new condition; terms; exchanges.—Rowland Smith, below.

295 gns.—Citroen 12, 1937, de luxe 4-door saloon, maroon, sliding head, red leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6553

Citroen Cars Wanted

ACE SERVICE STATION (LONDON), Ltd.,

URGENTLY require an unlimited number of good Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0877

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CITROEN in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2275

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Citroens (1937 onwards).—Wembley 6691 3905. [0961

CASH immediately for good Citroen.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6421

1937-39 saloon, in sound condition, private advertiser.—48, Lynwood Grove, Orpington, Kent. Tel. 7323. [6615

URGENTLY wanted for cash late model Citroen.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3179. [0188

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [4615

Citroen Spares and Service

SOUTH of the Thames

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0167

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams: Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains 48-hr. service. [6161

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

WOODFORD CAR MART. Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

Citroen Spares and Service

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0585

CROSSLEY

£245.—Crossley 10 saloon de luxe, black, first registered 1935, preselector gear box, immaculate condition throughout.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [6251

DAIMLER

W. J. BROWN, Ltd.

1939 Daimler 2½-litre saloon, black, brown leather, excellent condition throughout; £675.

W. J. BROWN, Ltd., Ford Main Dealers,

339, Finchley Rd., N.W.3. Hampstead 4414. [0636

GUY ALFREDS & Co. offer:—

1941 Daimler 5-passenger saloon, late property Daimler Motor Co., and associate company, immaculate order throughout, completely overhauled by Daimlers in 1949, numerous extras.—6-7, Warren St., W.1. Euston 3268. [2405

McKINNON MOTORS, Ltd., offer:—

1950 (April) Daimler 2½-litre saloon (not Consort), grey, blue leather, sliding roof, heater, 9,000 miles only; £2,450; six months' guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [0087

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 27hp Hooper 7-passenger limousine, blue with fawn cloth to rear, low mileage; £3,950.

DAIMLER 2½-litre Consort saloon (1950), grey with blue leather, 7,000 miles; £2,350.

DAIMLER 2½-litre saloon (1949), grey with blue leather, radio and heater, low mileage; £1,875.

DAIMLER 2½-litre saloon (1948), black with brown leather, radio, heater and demister; £1,650.

DAIMLER 2½-litre saloon (1947), black with green leather, radio and heater, in excellent order; £1,450.

DAIMLER 2½-litre saloon (1946), black with brown leather, outstanding condition; £1,325.

DAIMLER E.L. 24 limousine (1939), black with cloth to rear, most attractive condition; £1,250.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [6169

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (August) Daimler 2½-litre special sports chassis, fitted Barker 2/3-seater drop head coupe body, 8,000 miles; £2,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6593

1950 Daimler 2½-litre saloon, black with brown leather, heater, carefully used; £1,795.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. 'Phone: 2368. [6145

DAIMLER 1940 2½-litre saloon, in perfect condition throughout; £700 or near offer.—Box 6651. [6760

1950 (Oct.) Daimler Consort saloon, mileage 9,300 only, fitted radio; £2,250.—Box 6666. [6678

CASS'S MOTOR MART.—1937 Daimler 20 saloon, blue, engine just reconditioned, superb order.—Below.

1936 Daimler 20 7-passenger with division, under 38,000 miles; £395.—Cass's Motor Mart, 5, Warren St., W.1. Euston 4110. [5856

£175.—Daimler 15 saloon, 1933; A.A. examination invited; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [6471

46000 miles only.—1936 Daimler 20hp saloon, one owner from new, taxed year; £425.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [5278

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

2½-litre Daimler Barker full 4-seater drop head coupe, 7,000 miles, magnificent condition throughout; £1,850.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6389

1950 (Nov.) Daimler 2½-litre Consort de luxe saloon, finished black with brown hide upholstery, genuine 6,000 miles, a superb car in equal to new condition, one private owner; £2,150.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6731

1934 Daimler 15 saloon, blue, black upholstery, good running order, good tyres, recent engine overhaul; £220, or near.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [1311

WALTER SCOTT, Ltd.—1939 Model D.B. 18 2½-litre Daimler saloon, black, excellent throughout; £695; terms; exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube.) Pri. 5914. [5301

1949 (November) Daimler 2½-litre drop head coupe, 17,000 miles, mechanically perfect, blue cellulose immaculate, interior upholstered best quality blue leather and spotlessly new, a perfect specimen; £1,895.

CARR BROS., The Soho Garage, Soho Square, W.1. Ger. 6678/9. [6757

ARCHIE SIMONS & Co., Ltd.—1938 Daimler 2-litre saloon, colour two-toned grey, blue leather upholstery, in excellent condition throughout, a very fine example of this very desirable model; £595.—93, Gt. Portland St., W.1. Lan. 1147. [6322

DAIMLER

DAIMLER 32hp Straight Eight limousine, dark blue and black with grey cloth to rear, full 7-passenger equipment, including sliding division, folding roof rail, in excellent condition; £825.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [6170

£1545.—May 1948 Daimler 2½-litre saloon, late property of fastidious and wealthy titled owner, condition literally indistinguishable from new, H.M.V. press-button radio, Regency loose seat covers, a very low mileage car, superbly maintained.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase; part exchanges. Free delivery. Showrooms open till 7 p.m. Monday/Saturday. [6835

1950 Daimler drop head coupe (December 1949), coachbuilt aluminium body, carefully driven, lovely condition, genuine 11,000 miles, discs, spare unused, new battery, just had first decarbonisation; a snip, £1,695.—Avery, Garden Works, Eden St., N.W.1. [6851

A & S Limousines, 1938, 24hp, partition, black, widest occasionals, superb condition carriages, privately owned, reasonable cost. Also

LIMOUSINES Straight-8 32hp Hooper Coachwork, partition, widest occasionals, magnificent condition, black. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley St. Mayfair-2941. [6218

Daimler Cars Wanted

CASH immediately for good Daimler.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6434

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0256

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

CROYDON.—Donald, Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0588

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve, valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0659

DELAHAYE

SELBORNE (MAYFAIR), Ltd., world distributors for Delahaye cars offer new 1952 model British built sedanca foursome coupe, delivery 3 to 4 weeks.

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Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0660

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Cars Wanted

D.K.W. in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2276

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

CHIPSTEAD MOTORS, Ltd., offer:—

1939 model Fiat 500 convertible, reconditioned throughout, maroon.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [6261

V. W. DERRINGTON for a superb Fiat 1100.

1940 (regd.) 508c model rebuilt and reconditioned by us equal to new, Laystall balanced and racing bearings to engine, new tyres and battery, recellulosed most attractively duo maroon and silver, new tyres and battery, maroon leather, Dunlopillo upholstery, rechromed; £595.

1938 Fiat 500 convertible coupe, blue, red leather, reconditioned engine, new Delco distributor, S.U. carburettor; £285.—Derrington, 159 and 161, London Rd., Kingston 5621/2. [3952

1938 500cc 2-seater, Hard top, reconditioned, resprayed; £285.—S. & S. Motors, Bay 1644. [4842

1938 Fiat convertible, grey and black, reupholstered in dark red, an attractive and economical car; £255.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [4665

£250.—Fiat 500 coupe, 1937/8, engine reconditioned, good, clean bodywork, black cellulose.—7, Radcliffe Rd., Croydon 1903. [6316

C. V. RUSHMER, the Fiat specialist, offers rebuilt 1939 500 4-seater cabriolet, in showroom condition, guaranteed.—31, Holland Park, W.11. Park 5731. [6533

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

1937 Fiat 500, black with red leather, recently reconditioned. £320.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [6498

FIAT 500 convertible coupe, July 1939, 2-tone poy-chromatic blue, red leather, excellent condition throughout; price £350.—McLauchlan, Rosslea, Lundin Links (Tel. 255), Fife. [6662

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably in the world): 500s, 1,000s and 1,500s, for immediate delivery, below.

MAYFAIR GARAGES, Ltd.—Prices £245 to £825, all with 3 months' guarantee; descriptive literature and price lists on request, below.

MAYFAIR GARAGES, Ltd.—Staff of skilled British and Italian mechanics handle over 1,000 Fiat jobs annually; your satisfaction assured, below.

MAYFAIR GARAGES, Ltd.—1937 "1,500" de luxe 4-door pillarless sliding head saloon, black with blue leather upholstery, good tyres, bumpers, enclosed spare wheel, smart car with very fine road performance; 3 months' guarantee, £365, below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats, 9-12.

295 gns.—Fiat 500, August, 1937, coupe, grey, blue leather, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [6554

1937 (May) Fiat 500 convertible coupe, new hood and recellulosed blue, bills for £165; this is probably one of the soundest and prettiest Fiats available, host of extras, good tyres, faultless runner; taxed, offered at £295 with three months' written guarantee; easy terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 6532/5712.

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0893

FIAT in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2277

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0686

Fiat Spares and Service

MAYFAIR GARAGES, Ltd.—Fiat spares and service by skilled English and Italian staff.—Below.

MAYFAIR GARAGES, Ltd., stock various self-fitting body trims such as mat sets, head, running boards, etc., list on request.—Below.

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FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1544 [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat Wembley. [0000

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, or an engine reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 0020. [0825

FIAT 500, 1100 and 1500, full range spares and reconditioned units, engines, rebuilt equal new and bench tested; gear boxes, suspensions, starters, dynamos, radiators, steering boxes, in exchange; new distributors, carburettors, wheel covers, luggage carriers, exhaust systems, metric spanners, complete servicing, all models.—Derrington, 159 & 161, London Rd., Kingston 5621/2. [3951

FORD (5 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1940 Ford de luxe saloon with sunshine roof colour black, remarkable value, £395.

1948 Ford Anglia saloon, colour black with leather cloth upholstery, very clean car, and mechanically sound, Perry guaranteed, £800.

1949 Ford Anglia saloon, colour black, with leather cloth upholstery, fitted heater, 12,000 miles, Perry guaranteed, £645.

THESE cars are available for demonstration anywhere, at any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6232

RAYMOND WAY.

RAYMOND WAY, of Kilburn

RAYMOND WAY, the hire-purchase specialists

1939 Ford 8 de luxe saloon, blue with leather upholstery to match, reconditioned engine fitted, has just completed 2,000 miles, very sound throughout; 299gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

CAR MART, Ltd.

1950 (Dec.) Ford Anglia saloon, 6,000 miles; £795.

1950 (Nov.) Ford Anglia saloon, 3,000 miles; £770.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454.

1949 Ford Anglia, black, low mileage, one owner, excellent condition; £625.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [6481

FORD (5 h.p.)

NEWNHAMS, Ltd.

1950 Ford Anglia saloon, beige, excellent condition; £645.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4361

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

B. J. HUNTER, Ltd., offer:—

1946 Ford 8 saloon, carefully used; £480.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [4937

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia saloon; £450.

JUNE 1947, Ford Anglia saloon; £510.

APRIL, 1950, Ford Anglia saloon; £765.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4656

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Anglia saloon, beige with brown upholstery, 5,000 miles, £795.

836—842, High Rd., N.12. Hillside 0024. [6159

W. J. BROWN, Ltd., used Ford specialists.

1497 (Sept.) Ford Anglia saloon, black, one owner since new, Ford exchange engine fitted; £510.

1946 (Nov.) Ford Anglia saloon, black; £485.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414.

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, beige, 1,000 miles; others at 6,000 and 8,000 miles.

56 Park Lane, W.1 (Regent 4666), 374, Ealing Rd., Alperton, Middx. (Perivale 3388), and 6 & 12, Sangley Rd., Catford, S.E.6. [6390

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

WE always have a good selection of Ford Anglias which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms.—Ford House, New Rd., Dagenham, Essex. Rainham 779 (8 lines). [2998

PRIVATE!—1947½ splendid Anglia, brand new engine, £465.—Peck, South Muskham, Newark. [6661

339 gns.—Ford 8 de luxe saloon, in 1950 condition. Autosnips, 5, Balham High Rd., Balham 1529. [6711

1946 (late) Ford Anglia saloon, black, one owner, £475.—Northwood, 47, Hillside, Banstead, Surrey. [6049

1949 (May) Anglia, 17,000, one owner, been Ford serviced; £660; any trial.—45, Northfield Gdns., Watford. [6665

1937 Ford 8, good condition; £255.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 8415. [5297

1948 Ford Anglia saloon, red leathercloth interior, just fitted reconditioned engine condition perfect; £595.—Below.

1946 Ford Anglia saloon, black, interior and bodywork in very good order; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 300-320, Cricklewood Broadway, N.W.2. Gla. 2234. [5852

1939 Ford 8 de luxe saloon, one owner, excellent condition; £585.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6489

1936/7 Ford 8, original in every detail, black, reconditioned engine; one of the most popular cars on the road; £345.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [4667

£495—1947 Ford Anglia, new condition, mechanically and appearance.—King's Motors, 1, High St., Hounslow. Tel. 3533. [5631

1948 Ford Anglia saloon, one owner, as new, taxed; £550.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [5502

£295.—Ford 8 saloon, 1937, black, excellent condition throughout.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3776. [6233

1946 Ford Anglia, excellent throughout, taxed.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6455

£299.—1939 Ford 8 saloon, black, excellent runner, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5985

GATEHOUSE offer:—1939 Ford 8 saloon, de luxe model, black, excellent condition; £375.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444 [4827

1946 Ford 8hp saloon, recond. engine just fitted, in faultless condition throughout, any trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6778

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, excellent condition; £445; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5814 [5852

FORD (8 h.p.)

CHARLES RICKARDS, Ltd., offer:—

1948 (Aug.) Ford Anglia, one owner, 22,000 miles, spare unused, finished mist green, an exceptionally well kept car; £595.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [6070

695 gns.—Ford Anglia, November, 1950, 8hp saloon, black, one careful owner, 12,400 miles, almost new condition; terms, exchanges.—Rowland Smith, below:—

625 gns.—Ford Anglia, February, 1949, 8hp saloon, black, lace covers, one careful owner, 19,000 miles, original spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.—

475 gns.—Ford Anglia, July, 1947, 8hp saloon, black, one owner, reconditioned engine, excellent condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—Ford 8, July, 1939, de luxe saloon, dark blue, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [6555

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 5-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage all guaranteed, also earlier models. [0578

1949 model Ford 8hp Anglia saloon, black with brown interior, a most economical and reliable car, beautifully maintained and has run only just 18,000 since new; £625.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6725

1949 Ford Anglia, black, green upholstery, 10,000 miles, immaculate condition throughout, £675.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2202. [4324

£295.—1937 Ford 8 saloon, just fitted with reconditioned engine, moderate mileage, having been very well maintained; terms, exchanges.—O. S. Hall, Ltd., 302, King St., W.6. Riverside 2681. [6297

1949 Ford Anglia, beige, brown, low mileage, very carefully used, immaculate; compare the price, £645.—Lawson Pugill Motors, Ltd. (Vauxhall Dealers), 154-6, East Barnet Rd., New Barnet, Barnet 2353. [5682

Ford Eight Cars Wanted

A S new post-war Ford 8 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1289 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 3266

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1937 Ford 7W saloon, colour dark green, with leather upholstery, very good mechanical condition, £315.

1949 Ford Prefect saloon, colour green, with brown leather upholstery, 8,000 miles; "Perry guaranteed"; £825.

1950 Ford Prefect saloon, colour beige with leather upholstery, immaculate car, 15,000 miles; "Perry guaranteed"; £860.

THESE cars are available for demonstration anywhere, any distance, hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6253

CAR MART, Ltd.

1950 (Dec.) Ford Prefect saloon, 2,000 miles; £655.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [6375

NEWNHAMS, Ltd.

1949 Ford Prefect saloon, black, 4-door, carefully used; £725.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4359

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

LAYTONS OF OXFORD offer:—

£850.—1949 Ford 10hp Prefect saloon de luxe, in black with green leather upholstery, very well maintained since new; terms if required over 24 months.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3561. [6066

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, beige with brown upholstery, 76 miles, £995.

836—842, High Rd., N.12. Hillside 0024. [6161

PRIDE & CLARKE, Ltd., offer:—

£795.—1950 Ford Prefect saloon, beige, maroon leather, one owner, 5,000 miles, choice of two.

£699.—1949 Ford Prefect saloon, black, brown leather, low mileage, choice of two.

£579.—1947 Ford Prefect saloon, black, brown leather, low mileage, choice of two.

THREE months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [6742

1949 Ford Prefect saloon, black, leather, immaculate; £795.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6062. [6586

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

ALLAN TAYLOR MOTORS, Ltd., offer:—

1949 Prefects from £775 to £815.

1950 Prefects from £865 to £895.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433. [4657

W. J. BROWN, Ltd., used Ford specialists.

1947 (June) Ford Prefect saloon, black, brown leather upholstery; £625.

1946 (Dec.) Ford Prefect saloon, black, brown leather upholstery; £575.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [6632

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950, 1949 and 1948 Ford Prefect saloons, all at low mileages.

56, Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 3388), and 5 & 12, Sangley Rd., Catford, S.E.6. [6381

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

WE always have a good selection of Ford Prefects which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [2999

1947 Ford Prefect sal., 25,000 miles, black grey, ex. cond.; £585.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [6112

1939 Ford Prefect tourer, splendid running order; £335.—85, The Chase, S.W.4. Macaulay 1265. [6762

1948 Ford Prefect saloon, black, cloth upholstery, only 13,000 miles, perfect condition; £650.—Box 6646. [6703

1949 Ford Prefect (November), black, one owner, carefully maintained, 28,000 miles; £725.—Box 6643. [6700

1939 Ford Prefect, leather upholstery, reconditioned engine, a good example of these well-tried cars; £420.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [4662

£695.—Ford 10hp Prefect saloon de luxe, 1948, leather interior, excellent tyres, nominal mileage only.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase; part exchanges. Free delivery. Showrooms open till 7 p.m. Monday/Saturday. [6839

1949 Ford Prefect saloon, green, with cloth upholstery, mechanical condition guaranteed; £795, below.

1948 Ford Prefect saloon, black, with leather interior, very smart car; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5855

1938 Ford 10 2-door saloon, excellent mechanical condition, fitted new carpets and loose covers; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6506

1950 (Nov. 1949) Prefect, black, carefully used and serviced; £750.—Campbell Symonds, Wembley 6262. [7155

£325.—Reg. 1941 Ford 10 Prefect 4-seater tourer, grey, good weather equipment, clean condition, bargain.

£385.—1940 Prefect 4-door saloon, clean condition, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4986

£398.—Ford 10 4-dr. sln., 1939, excellent car mechanically, sound bodywork; also d.h. coupe; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [6040

1950 Ford Prefect saloon, black leather, mileage 7,000.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6524

1950 (Aug.) Prefect, beige, £775; 49-50 Morris Minor sln. wanted.—Senior, Inwood Park, Hounslow. Hou. 1988. [6684

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579

1938 Ford 10 tourer, 8 engine fitted January, excellent paint, leather and mechanically; £285.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6270

1950 (August) Ford Prefect saloon, black/brown leather, carefully used and serviced, mechanically perfect since bought by only owner, 14,000 miles; £760.—Bec. 3626. [6816

825 gns.—Ford Prefect, November, 1950, 10hp 4-door saloon, green, brown leather, one careful owner, 9,710 miles, almost new condition; terms, exchanges.—Rowland Smith, below:—

545 gns.—Ford Prefect, 1946, 10hp 4-door saloon, black, red leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

325 gns.—Ford Prefect, November, 1939, 10hp 4-door saloon gunmetal, loose covers, very good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6556

1947 Ford Prefect, black, cloth upholstery, superb, almost unmarked condition; £595; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, Finchley, London, N.20. Tel. Hillside 6671-2. [6277

1947 Ford 10hp Prefect de luxe saloon, black with red leather upholstery, genuine 22,000 miles since new, chauffeur maintained for one private owner, new engine fitted 2,000 miles, a superb example of this popular model; £645.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6726

3682 miles only.—1950 (November) Ford Prefect saloon, suede green, chromium, loose covers, appearance definitely indistiguishable new, spare unused, exceptional opportunity; written guarantee; £885; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6418

1948 (October) Ford 10 Prefect saloon, colour black with brown leather upholstery, engine completely overhauled, brakes relined, new starter battery, fitted spring steering wheel, tyres good, oil consumption nil, fitted seat covers, taxed December 31st, exceptionally well maintained, virtually unmarked, must be seen to be appreciated.—A. L. MacVitie, Malvern. Tel. 300. [6068

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

AS new, post-war Ford 10 required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768 (day).

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

FORD 14.9

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1934 Ford 14.9hp saloon, one owner, immaculate condition, leather upholstery, all new tyres, bodywork perfect, mechanically perfect; £250.

THIS car is really remarkable and well worth seeing.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6234

FORD (V.8)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloons, choice of two cars, both low mileage and in first-class condition.

THESE cars are available for demonstration anywhere, anytime; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6235

CAR MART, Ltd.

1950 (Nov.) Ford Pilot saloon, radio, heater, 9,000 miles; £1,125.

1950 Ford Pilot saloon, radio, heater, 14,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6376

NEWNHAMS, Ltd.

1950 Ford Pilot saloon, black with beige, radio, 8,000 miles, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9411

OVERSEAS CARS, Ltd.

1950 Ford Pilot saloon, black/brown leather, heater, one owner, 11,000 miles; £1,075.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [6302

LEX GARAGES, Ltd., offer:—

1950 (registered 9.3.50) Ford Pilot saloon, black with brown leather upholstery, fitted with heater and rimbellishers; £1,075.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [6011

GUY ALFREDS & Co. offer:—

1950 Ford Pilot, loose covers, radio, heater, exceptional.—6-7, Warren St., W.1. Euston 3268. [2400

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot saloon, green, brown leather, radio and heater, 3,000 miles.

1950 Ford Pilot saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7449

JOE THOMPSON (MOTORS), Ltd., offer:—

AMERICAN Ford V.8, registered 1949, 4-door saloon, colour black, r.h.d.; £795.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [4352

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon; £1,075.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6617

1937 V.8 Ford, black, brown leather, recommended at £160.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5685

1949 Ford Pilot saloon, 9,000 miles.—Autowork, Ltd., Winchester. Winchester 4834. [6107

SIMPSON'S MOTORS (Tel. Wembley 8691 or 3903) offer:—

1947 Ford Mercury, radio, heater, defroster (full list see "American Cars").—Simpson's Motors (Wembley), Ltd. [6273

HEARSE Modern Ford V.8 30hp, seating six, adjustable bier table, desirable condition, £495. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [6220

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

FORD (V.8)

CAMDEN MOTORS.—Ford V.8; for American post-war models see special display advert. in this issue.

CAMDEN MOTORS.—Ford Pilot saloon 1948, radio, seat covers, heater, etc., dark blue, blue leather, outstanding order; £795.

CAMDEN MOTORS.—Ford V.8 30hp 6-seater touring saloon 1940, with steering column gear change like post-war model, heater, with windscreen demisting incorporated, very modern body styling with streamlined sloping back; smooth, powerful and very economical engine; £375.

CAMDEN MOTORS.—Ford V.8 22hp 6-seater touring saloon 1939, very popular type model, good leather interior, reconditioned engine fitted March 1951, good tyres; £345.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday/Saturday. [6841

CENTRAL GARAGE (CROYDON) offer: 1949 Ford Pilot, black, perfect condition; £925.—Central Garage, Croydon 7464. [5602

BRUTONS, Ltd.—Ford V.8 saloon, 1937, 30hp, excellent condition; £280.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [4053

1950 (Nov.) Ford Pilot saloon, blue, blue leather, immaculate condition, property of managing director, low mileage; £1,075.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [4675

1950 Ford Pilot, finished in green with fawn hide upholstery, fitted radio and heater, in immaculate condition; £1,075; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [5110

1949 Ford Pilot, heater, radio, leather, low mileage; £925.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

FORD V.8 '30, registered 9/3/39, de luxe saloon leather, taxed, excellent, guaranteed; £345; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6781

LATE 1950 Ford Pilot, green, mileage under 10,000, leather, radio, heater; £1,050; exchange considered.—"Lingwood," Upper Bassett Avenue, Southampton. Tel. 68651. [5532

1938 Ford V.8 30hp 5-seater coupe, splendid car; £395; another coupe; £295; and 30 other cars.—Traynor Motors, East Ham. Grangewood 2530 and Grangewood 5834. [6521

£325.—£10 tax; Ford V.8 30hp 81A 4-door saloon, fitted radio, beautiful condition throughout, 20mpg; also 1939 22, £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [6327

1950 (Nov.) Ford Pilot saloon, green with beige leather, radio and heater, guaranteed 11,000 mls., looks 5,000 mls., as new; £1,055.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6648

1949 (Nov., '48) Ford Pilot saloon, radio, heater, colour black, brown leather, taxed year, mileage 24,000, new tyres just fitted, car in unmarked condition; £780.—Simms, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [6695

FORD V.8 Cars Wanted

FORD Pilot saloon required.—Turnbull, Durngate House, Winchester. [6109

AS new, post-war Ford V.8 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0892

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0936

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Ford V.8s (1937 onwards).—Wembley 8691/3903. [0668

UTILITY—FORD OR OTHER BODIES

DICKS.

1937 Ford V.8 30hp utility; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5854

1937 Ford V.8 30 7-seater utility, thoroughly overhauled; terms, exchanges; R.A.C. or A.A. examination invited; £475.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6351

1948 Fordson utility, fawn and natural wood, excellent mechanically; £525.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6271

FORD Mercury Utility (first registered 1948), in excellent condition throughout; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6533

£520.—1949 Ford 10 coachbuilt utility, rec. engine, resprayed maroon, woodwork revarnished.—Davis, 5, Cyril Rd., Small Heath, Birmingham. [6660

1950 Ford 10hp 5-6-seater dual purpose utility, beautiful condition throughout, low mileage; £675; weekly or monthly repayments could be arranged; all letters answered.—Box 6303. [4849

ATTRACTIVE Ford Mercury shooting brake, Canadian-built body, steering-column gear change, £10 tax, new tyres, new gearbox, engine reconditioned, brakes relined, nine seats or will carry 1 ton, modern bonnet design.—Atkinson, Lanreath 218, Cornwall. [6026

TANKARD & SMITH, Ltd., offer 1948 Ford Anglia Martin Walter Utilecon, extremely good condition, moderate mileage only; £550; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [6083

225 gns.—Ford V.8, July 1938, 30hp, 81A 4-door 6-seater utility, timber body, glass all round, drop tail-board, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6557

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1938 onwards.
GEORGE NEWMAN & Co., 360, Euston Rd., London N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee. —198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0578

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0545

FORDS wanted.—Smith's, 66, Chalk Farm Rd., N.W.1. Gul. 2767. [0823

CASH immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6435

FORD 8 or 10hp in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.
219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at
FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FORD 8 popular front wings; £11 a pair, rears £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton.

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0095

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6411), main Ford dealers; service and all spares. [0110

FORD 8/10hp.—In stock rads., C.W. and pinion, wheels and races, wings, springs, gear boxes, engines, etc.; state year when enquiring.—Hendon 7605/6. Trianon, Aerodrome Rd., Hendon, N.W.4.

FRAZER NASH

CHIPSTEAD MOTORS, Ltd., offer:—

328 (July, 1938), fitted 16.2hp type 55 engine, reconditioned, terrific performance.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [6259

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

TYPE 45 4-seater open tourer, all-weather equipment; £375.

TYPE 326 4-5-seater convertible cabriolet.

TYPE 335 3½-litre 4-door saloon.

A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [6827

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 1939 327/55, also 327/80 coupe, 327/55 saloon and 326 cabriolet de luxe.—27A, Pembridge Villas, W.11. [1243

1939 Frazer Nash-B.M.W. 2-litre model 320, in really perfect mechanical order and spotless appearance; sold privately, first £650.—Fisher, 25, High St., Bewdley. Tel. 3171. [6312

FRAZER NASH-B.M.W. type 319 2-litre foursome drop head coupe, recently recelluloased and in very sound condition throughout, a B.M.W. comparable to any; £350.—Grosvenor 2635. [6771

545gns.—Frazer Nash-B.M.W. 1938, 2-litre Type 326 4-door sports saloon, gunmetal, grey leather, IFS, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [6558

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube) Ham 6041.

BARTLETT, we are very interested buyers of all Frazer Nash-B.M.W. models.—27A, Pembridge Villas, W.11. Bayswater 0523. [1241

HEALEY

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 Healey Abbott drop head coupe, 9,000 miles, latest type twin speaker H.M.V. radio, a faultless example, B.M.T.A. consent, subject to balance of covenant; £2,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5619

HEALEY

BROOKLANDS.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000.
1950 Healey Silverstone sports 2-seater.
1949 Healey Elliott saloon, silver green.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5736

H. W. MOTORS, Ltd.

DROP head coupe 2-seater; this car which is outstandingly modern in appearance, is unused and the last of a series of specially built streamlined 2-seaters; finished in light blue cellulose, trimmed in blue hide, with a grey mohair folding head; an opportunity to purchase an unused Healey at an interesting figure.
IMMEDIATE delivery also on a new Tickford saloon.
H. W. MOTORS, Ltd., Walton-on-Thames. 783 & 1437. [5287

ACLAND & TABOR Ltd. Welwyn 481, offer with three months guarantee:—
1948 Healey Elliott saloon, B-type chassis, finished black, blue leather, engine not run in after complete overhaul; £1,250. [6477

BARTLETT.—Healey Duncan drop head coupe; £1,350. —27a, Pembridge Villas, W.11. [6715

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone 2-seater, low mileage, exceptional condition, very fast; £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [4549

Healey Cars Wanted

HEALEY in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2278

BARTLETT.—Healey saloon, drop head or tourer, urgently required.—27A, Pembridge Villas, W.11. Bayswater 0523. [1242

HILLMAN 10

DICKS.

1946 Hillman Minx saloon, engine overhauled; £625.—Below
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5610

CAR MART LTD.

1950 Hillman Minx Phase IV saloon, 8,000 miles; £1,015.
1948 Hillman Minx Phase II saloon, 12,000 miles; £775.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6371

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The hire-purchase specialists.

1947 Hillman 10 saloon, finished aero blue, carefully maintained from new; a fine example of this make; 629gns.
HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [6738

H. A. SAUNDERS, Ltd.

1950 Hillman Minx, 20,000 miles.—Radlett, Herts. Tel. Radlett 6167 and 5849. [5794

B. J. HUNTER, Ltd., offer:—

1950 Hillman Mark IV saloon, fitted radio, low mileage; £925.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [2954

H. A. SAUNDERS, Ltd., offer:—

1947 Hillman Minx utility, grey, 18,000 miles; £745.
836/842, High Rd., N.12. Hillside 0024. [6162

SELSDON ROAD GARAGE, offer:—

1948 late Hillman Minx 10hp foursome drop head coupe, in black, fawn hood, faultless condition; £725.
54 Selsdon Rd., Sth. Croydon. Croydon 5470, 2 mins South Croydon Station. [4402

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 6,000 miles.
1950 Hillman Minx Mark IV saloon, grey, red leather, 11,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4933

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Mark IV estate car, moorland grey, brown leather, 9,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6794

WELL HALL ROAD GARAGE offer:—

1947 (June) Hillman Minx saloon, stone colour, one owner, 40,000 miles, reconditioned engine, excellent condition throughout, taxed; £625.
WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Elt. 3634. [6826

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed; bargain, £450. —Fortune Green Rd., N.W.6. Ham. 2211.

HILLMAN 10

GORDON CARS (LONDON), Ltd.—1950 Hillman P.III convertible sal.; £995.
GORDON CARS (LONDON), Ltd.—1949 Hillman P.IV saloon; £950.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6618

1950 Hillman Minx convertible, black, red leather, immaculate condition; £935.
ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [6239

1947 Hillman 10 saloon, one owner.—Autowork, Ltd., Winchester. Winchester 4534. [6105

1933 Minx saloon, really good snip; £110.—Roys Autos, Ltd., 127, Parkway, N.W.1. Euston 2700. [5019

£375.—Hillman 10 1938 4-dr. sln., one owner, exceptional condition throughout; choice 3; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [6039

1950 drop head, beige and red, 11,000 miles, as new; £975.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [4573

1950 Phase IV Hillman Minx saloon, as new; £940. —Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mai. 1627. [3090

1950 Hillman Minx Ph. IV, grey, 9,000 miles; £1,025.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6265

1947 Hillman Minx, perfect condition; one owner. —Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [9402

CENTRAL GARAGE (CROYDON), offer: 1949 Hillman Minx, black, excellent condition; £850.—Central Garage, Croydon 7464. [5598

1947 Hillman Minx saloon, one owner, excellent condition; £625.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6488

1949 Hillman Minx in excellent condition throughout, fitted radio, inspection invited; £850. —Tel. Hop 1731, between 9 and 5. [6133

OCTOBER, 1950, Phase IV Hillman Minx estate car, 13,000 miles, one owner; offers around £1,000; exchange considered; (West Sussex).—Box 6549. [6023

1946 Hillman Minx saloon, black, brown leather interior, £695; 1947 Hillman Minx saloon, grey cloth upholstery, fitted with covers, £725.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4861

1949 Hillman Minx saloon, black with blue interior, carefully maintained; £825.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [6172

1950 Minx green, red leather, 6,000 miles, one owner, in faultless condition throughout, £1,075.—Brocklebank, 9, Weymouth St., W.1. Lan. 3126. [2483

1949 Hillman Minx, beige, immaculate, guaranteed; £895.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, S.W.4. Tel. Hendon 1423-4. [4367

1950 (November) Hillman Minx saloon, beige, 7,000 miles, fitted heater, loose covers; bargain £995.—Wembley Court Motors, High Rd. Wembley. Arnold 5221-2. [5857

1948 Hillman Minx Phase II saloon, grey, one owner, 20,000 miles; £765.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8647

1940 Hillman Minx saloon, resprayed black, brown hide interior, rechromed, new mats and head lining, runs and looks and would pass as a 1947 car; £495.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [4664

1950 Hillman Minx saloon, Phase 4, colour black, brown leather, 11,000 miles; £950.—R. S. Mead (Sales) Ltd., 42 Queen St., Maidenhead. Tel. Maidenhead 3451-2. [5678

1946 Hillman 10 saloon, one owner, 3,000 miles since complete overhaul; £635; terms, exchanges.—Witham Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/5769. [6752

525gns.—Hillman Minx (Dec., 1945) 10hp de luxe 4-door saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.
125gns.—Hillman Minx 1933 10hp de luxe 4-door saloon, black, sliding head, blue leather, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6559

£383.—1939 Hillman Minx 10hp de luxe saloon, excellent bodywork, mechanically overhauled, one of the cheapest and best we have had to offer; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6800

1948 Hillman Minx Phase II drop head coupe, one ownership, small mileage, black with brown leather, condition quite exceptional; £785.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596.

1946 (August) Hillman 10 drop head coupe, beige with red leather, immaculate condition, fitted heater, perfect mechanically.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [6080

HILLMAN Minx saloons, post-war models, unregistered, overhauled, recelluloised, 3 months' written guarantee, choice of 5; £535; terms, exchanges.—Witham Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/5769. [6755

1950 Hillman Minx Mark IV convertible coupe, finished green with red leather upholstery, first registered 3/11/50, carefully maintained by one previous owner, equipped with over-riders, clock, demister and fog lamp, in exceedingly good condition throughout.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907 [6150

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1948 Hillman Minx drop head, black, brown interior, this car is in first class condition and a bargain at £795.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. Tot. 4152.

1947 Hillman 10hp saloon, blue recellulosed finish, recent perfect bodywork, very clean interior, excellent tyres, reconditioned engine, 11,000 miles; must be seen to be appreciated; £665.—Lawson Pigott Motors, Ltd., 530, King St., Hammersmith, W.6. Riverside 4111 and 4061. [6285

£935.—Hillman Minx Phase IV saloon (Sept., 1949), grey, red leather, heater, absolutely immaculate, one most careful owner, delightful performance, thoroughly recommended; written guarantee; terms, exchanges.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

1949 (Feb.) Hillman Minx Ph. III saloon, finished attractive pale green, grey cloth, leather trim; mileage 19,000, one private owner, fitted twin Lucas defrosters, spot lamp, tyres good all round, excellent mechanical order; really immaculate throughout; trade enquiries welcomed; price £375.
MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2901-2. [5729

HILLMAN 15

£145.—Hillman 10hp 1935 4-seater tourer, new hood and battery, immaculate condition throughout, taxed.—Chiswick 4737 after 6.30 p.m. [6672

HILLMAN 21

1935 Hillman 21hp 7-seater limousine, leather, face forwards, in really exceptional condition throughout; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [4655

HILLMAN UTILITY

1946 Hillman Utilecon, sell or exchange for post-war saloon car, cash adjustment either way.—Dalmally, North Rd., Havering, Romford, Essex. Please write. [6814

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4601-3.

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ROOTES, Ltd., DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 6411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401.

A few post-war Hillman required.—50, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

HILLMAN 10 in good condition wanted.—32, Brockham Drive, Ilford Essex. Tel. Valentine 2098.

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0656

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0435

BIRMINGHAM and Midlands.—Low-mileage Hillman 10 modern cars required by George Heath, Ltd., 180, 184 Newhall St., Birmingham, and Lower Temple St., Birmingham, 3.

NOTTINGHAMSHIRE distributors Humber Hillman always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

Hillman Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 6585. [0720

CROYDON.—Local Service promotes satisfaction. Bring your Hillman car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600-4652. [0868

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1951 (1950 Show model) Hotchkiss 3½-litre Anjou saloon, colour grey, one owner, speedometer reading 17,000 miles, in very good condition.

1949 (1948 Show model) 2-door grand sport Hotchkiss saloon, two owners, colour grey, speedometer reading 14,400 miles, in extremely good condition.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6222

HOTCHKISS

CHIPSTEAD MOTORS, Ltd., offer from stock:—

SPECIAL sports saloon, March, 1896, immaculate.

SHORT chassis fearnaught coupe, late 1938, specimen.

SPORTS saloon, late 1939, similar to 1950 model, immaculate.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [6256

HOTCHKISS 3-litre 16hp sports saloon, 1939, perfect condition throughout, excellent performance; price £525 or nearest offer.—Box 6640. [6697

1937 Hotchkiss Paris Nice 4/5-seater fixed head coupe, large swept boot, new upholstery, carpets, chrome and recellulosed blue; £475.—Potter & Richards, Kensington 6955; or write Richards, 62, Prince's Gate Mews, S.W.7. [2075

£575.—Hotchkiss 16hp special cabriolet full 4-seater, beautiful and rare model, prototype of post-war design, all aluminium bodywork, looks post-war vehicle worth £1,000, over £150 spent this year by fastidious owner, Autocar road test, gives phenomenal performance with 40 miles to the gallon; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOODGREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6691

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0515

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—
NEW and unused H.R.G. cars available for early delivery.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6357

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Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

H.R.G. Cars Wanted

H.R.G. in good condition wanted.—32, Brockham Drive Ilford, Essex. Tel. Valentine 2098. [2279

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18 Berkeley St., W.1. May. 6366.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594

HUDSON

DICKS CAR SALES. The Hudson Specialists, offer:—

1938 Hudson 22hp saloon, special de luxe model, very superior condition; £475.—Below.

1938 Hudson 17 saloon, full 6-seater, retrimmed; £495.

1939 Hudson 17 saloon, steering gear change, recond. engine; £525.
DICKS CAR SALES, Ltd., 398-401, High Rd., Kilburn, Maida Vale 6888-9. [2668

1939 Hudson 22hp saloon, beautiful condition in every respect; £525.
GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5686

£105.—16.9 saloon, 1934/5, mechanically perfect.—148 Queens Rd., Wimbledon. Liberty 5167. [6670

1939 Hudson drop head coupe, 17hp, good condition; reason for sale, new car; reasonable price; view by appointment.—Zoellner, Heath Farm, Cottisford, Nr. Brackley. (Croughton 268). [6136

HUDSON Super Six 2-door Brougham, English right-hand steering, 6-cyl., £10 tax, 2,000 genuine miles only since new and delivered to present owner from manufacture late January, 1951; specially imported for, and exhibited at, the Motor Show, and one of the very few post war American cars to receive Board of Trade sanction for unrestricted resale; beautiful, unmarked, polychromatic bronze finish, and perfect in every other detail; price £3,600, including many extras.—Middleton Sheet Metal Co., Ltd., Spring Vale Works, Middleton, Lancs. Tel. Middleton 2427 [5178

HUDSON

£465.—1938 Hudson 22hp de luxe sal., exquisitely beautiful bodywork, interior excellent, mechanical overhaul costing £85 recently completed, one of the finest examples we have had to offer; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6796

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Hudsons (1937 onwards).—Wembley 8691/3905. [0465

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

BROOKLANDS.

1949 Humber Super Snipe, as new.

103, New Bond St., London, W.1. Mayfair 8351-6. [5737

CAR MART LTD.

1950 Humber Hawk 16hp saloon heater, 4,000 miles; £1,525.—Car Mart Ltd., 150 Park Lane, W.1. Grosvenor 3434.

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5022

B. J. HUNTER, Ltd., offer:—

1950 Humber Hawk 14hp saloon, really superior order; £1,195.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8674

GUY ALFREDS & Co., offer:—

1949 Humber Super Snipe, black.—6-7, Warren St., W.1. Euston 3268. [2402

HAROLD RADFORD & Co., Ltd.

1949 (July) Humber Hawk saloon, colour satin bronze, one owner, speedometer reading 13,400 miles; in excellent condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6231

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Humber Hawk 14hp saloon, satin bronze, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, bronze, red leather, 1,700 miles.

1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 8,000 miles.

1950 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 13,000 miles.

1949 Humber Pullman limousine, black, leather and cloth upholstery, radio and heater, 11,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4932

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Humber Super Snipe, grey, grey leather, fitted heater, excellent condition; £1,195.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. (Rootes Group Agents), offer:—

1950 Humber Hawk, quartz blue, heater, rimfellothers; £1,375.

MARLBOROUGH Worms, Kenton. Tel. Wordsworth 5656 and 3658. [5547

GORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe touring lim.; £1,675.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 14hp saloon; £1,450.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 14hp saloon; £1,375.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon; £1,295.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6519

AIRSPEED MOTORS, By-Pass Rd., Colnbrook, Slough. Tel. Colnbrook 206, offer:—

1947 Humber Hawk saloon, speedo 24,000, beautifully maintained; price £625. [6763

1950 (November) Humber Pullman, in black, mileage 1,200; £2,250 or very near offer.

GEORGE BOX, Ltd., Automobile Distributors, Aldams Rd., Dewsbury. Tel. 653. [6034

HUMBER Hawk, 1947; immaculate condition, spot-lamp, demister, Pram, taxed for 1952; £675.
SIX WAYS GARAGE, Sarmshill Rd., Walsall. Tel. 3607. [6337

1950 Humber Hawk saloon, 9,000 miles.—Autowork, Ltd., Winchester. Winchester 4834. [6104

1951 (Nov. 50) Humber Super Snipe, 3,900 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [6447

1950 (Nov.) Mark IV Humber Hawk, 4,200 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [6446

1950 (Jan.) Humber Hawk 14hp saloon, bronze, with red leather, heater, genuine 8,000 miles only.—Below.

1949 Humber Super Snipe, black with brown leather upholstery, heater, radio, 52,000 miles, in very excellent condition, carefully used.
SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [5805

1949 Humber Super Snipe saloon, black; £1,525.—O. A. Pelo, Ltd., 42 North Audley St., W.1. Mayfair 3051. [6264

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £795.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [2811

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1950 model (Sept., 1949) Humber Super Snipe, grey, loose covers, radio, heater, nominal mileage, spot lamp, etc.; £1,175.—ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tel. Macaulay 2211 & 2212. [6242

1946 Humber Hawk saloon, one owner, very exceptional condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [5502

1948 Humber Super Snipe, black, one owner, immaculate condition, £1,000.—Cook's Garage, Montpellier, Gloucester 22404/24744. [6668

2000 miles.—1950 Humber Hawk Mark IV saloon, —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3508. [6399

1948 Humber Hawk saloon, black, excellent condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4571. [9950

1949 Humber Super Snipe, finished in metallic grey with grey leather upholstery, fitted heater, 12,000 miles, as new; £1,250; terms, exchanges.—MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (Off The Moor), Sheffield, 1. Tel. 24687. [5109

1949 Humber Super Snipe, grey, radio, heater, chauffeur-driven, 10,000 miles; £1,325.—Patterson, 115, Kings St., Maidenhead. Tel. 145. [6524

1949 Humber Hawk saloon, black with brown leather, very carefully maintained; £1,075.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4204). [6175

HUMBER 1939 7-pass. limousine, Thrupp body, f.f. seats, cloth interior, recond. eng., h/r., perf. round., 595gns.—Frank Palin, 14, Kings College Rd., N.W.3. Pri. 4451. [6032

1935 Humber 24hp 7-passenger enclosed drive, positively unmarked, open A.A. examination, unrepeatable offer; £585.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5690

CAMDEN MOTORS.—Humber 27hp Pullman limousine, 1946 model (regd. Nov.), black/fawn, one private owner, widest face fwd. seats, division, etc., nominal mileage, £795.

CAMDEN MOTORS.—Humber 27hp limousine, 1940 model, regd. July, 1947 (£10 tax), an immaculate looking car with semi-razor edge body styling of particularly attractive appearance, upholstery in very good quality leather, front and rear wide face fwd. seats, division, inter-com., etc., exceptional order, £795.

CAMDEN MOTORS.—Humber 27hp Pullman limousine, 1936, original dark blue coachwork and interior upholstery in much above average condition for a pre-war car, winding division, face fwd. seats, special chromed discs etc., recent engine overhaul; £395.

CAMDEN MOTORS.—Humber Super Snipe saloon, 1949, black/brown, immaculate low mileage specimen, seat covers, heater, etc.; £1,195.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities; part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday/Saturday. [6836

HUMBER agents offer 1950 Humber Super Snipe, small mileage, heater, radio, seat covers; as new throughout; £1,650.—Wokingham Motor Co., Ltd., Wokingham 380, Berks. [6310

1950 Humber Imperial 7-seater saloon, black with fawn leather, 10,000 miles only; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5606

£185.—1936 Humber Super Snipe de luxe saloon, clean condition, an excellent offer to the small hire man.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5861

1950 (Nov.) '51 model Humber Super Snipe saloon, black, 14,000 miles, one owner, immaculate; £1,525.—Ray Powell, Ltd., 113, Fairlop Rd., Leytonstone, E.11. Leytonstone 3366. [6766

1939 Humber Pullman 7-seater limousine, £500; 1938 7-seater limousine, privately owned, £450.—D. Silver, 6, Daleham Mews, Daleham Gardens, Hampstead, London, N.W.3. Speedwell 6374. [6824

1947 Humber Hawk saloon, first registered 7/7/47, finished black with brown and beige leather and cloth upholstery; fitted with radio, heater and loose covers; car generally in good condition throughout.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6191

525 gns.—1940 Humber 16.9hp 4-door sun saloon first registered 1945, reconditioned engine August, 1949, exceptional condition; £190 deposit.—George Clarke Motors, Ltd., 279, Brixton Hill, S.W.2. Tulse Hill 2211. [4929

1947 Humber limousine, partition, face-forwards, cloth rear, leather front, 35,000 miles, one owner, guaranteed, taxed for year; this car is above average; any trial or examination; £375.—Cellons Car Sales, Maida Vale 5154 and 3651-2. [6714

1949 Humber Pullman limousine, first registered 8/8/49, face-forward occasional seats, finished black exterior and upholstered in brown hide to interior throughout; mileage approximately 12,000, chauffeur driven; an immaculate car, open to any inspection and trial.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6190

1949 (Oct.) Humber Hawk, satin bronze with red leather, Rootes heater, many extras, 22,000 miles, maintained by a qualified engineer; £1,250, part exchanges, deferred terms, written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Avenue, Ealing, W.5. Per. 4404-5. [4587

NAYLOR & ROOT Ltd.—1951 Humber Hawk saloon, ship beige, 11,000 miles; indistinguishable from new; £1,575; six months guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Pott. 5272. Open 9-6 each weekday including Saturday. [4467

HUMBER

1950 (June) Humber Super Snipe Tickford convertible, finished grey with brown hide upholstery, fitted H.M.V. push-button radio; interior heater and tailored loose seat covers, whole car in spotless and unmarked condition, one careful owner; 13,000 miles and serviced by us since new; probably the best example of this very rare model offered for sale today; price £1,975.—RELIANCE GARAGE, Waterloo Rd., Blackpool. Tel. 42028. [6143

A & S Limousines, 1957, partition, widest occasionals, exceptional order throughout, black, £615. Also

1947 Limousine, partition, forward occasionals, beautiful order throughout, low mileage, black. Bargain Value.

1949 Limousine Phase II, 20,000 miles, original owner, partition, forward occasionals, delightful condition, reasonable cost.—A. LPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [6219

Humber Cars Wanted

R ROOTES, Ltd.,
D DISTRIBUTORS.
REQUIRE modern low-mileage Humber cars.
B BIRMINGHAM.—Lower Temple St. (Central 8411).
M MANCHESTER.—129, Deansgate (Blackfriars 6677).
M MAIDSTONE.—(Maidstone 3333.)
C CANTERBURY.—(Canterbury 3252.)
C ROCHESTER.—(Chatham 2251.)
W WROTHAM Heath.—(Borough Green 4.)
R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

R ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6091.

PHENIX MOTOR Co. (SURREY) Ltd.

URGENTLY required, Humber Hawk and Super Snipe saloons, 1949-1950; particularly Mark IV big engine models.

PHENIX MOTOR Co. (SURREY), Ltd. Phenix House, High St., Sutton, Surrey. Tel. Vigilant 1121. [6555

TUMBER Pullman, must be reasonable mileage and immaculate.—Full details to Box 6301. [6047

CASH immediately for good Humber.—H. F. Edwards, 154, St. Titchfield St., W.1. Langham 0012. [6422

A 3 new, post-war Humber required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 1188 (day).

CASH buyers of low mileage Humber Hawks; distance no object.—Haltons, Lord St., Southport. Tel. 2260. [0795

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 3. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555

Humber Spares and Service

DE NORMANVILLE garctones.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

INVICTA

INVICTA occasional 4-seater sports, 100-mile-an-hour chassis, Vanden Plas body, colour black; price £525.—Wrocta Motors, Grove St. Garage, Doncaster. Tel. 49560. [5536

1949 Invicta Black Prince fourseme coupe.—Central Garage (Croydon), Ltd., invite offers for this magnificent motor car.—Tel. Croydon 7464. [5805

INVICTA Black Prince Autocrat twin overhead camshaft 3-litre Arcoline de luxe saloon, fitted every conceivable luxury and extra; we have scrapped the torque-converter (sic) on this Invicta and fitted a manual 4-speed Jaguar box giving a scintillatingly brilliant performance throughout the complete range; as an outstanding example of British craftmanship and coachwork, this marque can have few parallels; originally cost £3,550; this Invicta presents an outstandint opportunity for the enthusiast to obtain a post-war vehicle comparable with any at an entirely disproportionate figure.—Simmons for all Invicta conversions, 12, Hay Place, Park Lane, W.1. Grosvenor 2635. [6770

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R. F. FUGGLE, Ltd.

1949 3½-litre Jaguar saloon, black, Ace discs, mileage 6,900, equal to new in every way; £1,575.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1695 (4880

HW. MOTORS Ltd.

XK 120, 1950, total mileage 4,100, new special competition engine fitted, 700 miles only, twin exhaust system and stiffened springs, finished in grey car as new throughout; £2,450.

HW. MOTORS Ltd., Walton-on-Thames. [2438 1437

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition, £2,100.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [5061

S.100 1939 2½-litre, just had £500 overhaul.

L. F. WARD & Co., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Sydenham 4219. [6590

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HOLYS, LTD.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

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GREAT West Rd. (Ealing 5477). Official Jaguar service station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.

1947 (Dec. '46) Jaguar, 1½-litre saloon, radio, like new; £895; also [0027

1939 Jaguar 2½-litre saloon; £880; also

1939 Jaguar 2½-litre coupe, radio; £525.

BERTRAM COWEM Ltd., Hermitage Lane, Streatham Pollards 2100 [6389

GORDON CARS (LONDON), Ltd.—1950 Jaguar 2½-litre Mk. V saloon; £1,925.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon; £1,675.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 2½-litre Mk. V saloon, £1,650.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon; £1,175.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [6621

1939 1½-litre Jaguar saloon, black, in very good condition throughout; £495.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3592. [6510

AIRSPEED MOTORS, By-Pass Rd., Colnbrook, nr. Slough, Tel. Colnbrook 206, offer:—

1939 2½-litre Jaguar saloon, black, green hide, outstanding condition throughout. [5918

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 2248

1950 (late) Jaguar 2½-litre, nearly new, under 10,000 miles guaranteed, radio; £1,800.—Rox 6555. [6044

1950 (July) Jaguar 3½-litre Mark V, 6,400 miles, radio.—Ernest Sutton, Tel. Roxate 4 (trade only). [6448

XK120 Jaguar, December, 1950, finished ivory with beige leather, low mileage, one owner.—RPCO Ltd., 6, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6326

JAGUAR saloon, 2½-litre, 1937, good condition; £325 or exchange 10hp.—Hinman, Hambleton, Oakham, Rutland. [6636

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1935, original black finish, brown leather, excellent runner; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1935, maroon, red leather, recent mechanical overhaul, practically new Dunlops, one previous owner only, £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1947, special equipment series, fitted heater, demisters, etc., unblemished grey coachwork, leather interior, nominal mileage only, £895.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, black, brown leather interior, recent engine overhaul, fitted pass lights, twin windtones, discs, etc., very fast; £395.

CAMDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe, 1939, grey, blue, leather interior, fitted heater, demisters, etc., 5 new Dunlops; £595.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, very late pre-war model, first registered 1947 (£10 tax), original black coachwork with leather interior, fitted pass lights, discs, etc., terrific performance; £595.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, grey, red leather, fitted radio, most carefully maintained and serviced, nominal mileage only; £975.

CAMDEN MOTORS.—Jaguar 3½-litre Mk. V saloon, 1950, silver grey, grey leather, all extras, immaculate, £1,595.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities; part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday/Saturday. [6643

1949 mk. V, black/red, 15,000 miles, radio, heater, immaculate; £1,650.—Cyril Sheppard, 102, King's Rd., Reading. 2712. [5662

1939 S.S.100 2½-litre sports 2-seater, excellent condition; terms, exchanges, R.A.C. or A.A. examination invited; £625.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6353

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 331, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

FOR sale, Jaguar Mark V 3½-litre, July, 1950, chauffeur maintained, excellent condition, 11,000 miles; £1,800; no dealers.—Box 6596. [6125

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1947-8 1½-litre Jaguar special equipment saloon; cream, green leather upholstery, extremely nice condition throughout; £925.
BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [6352

CENTRAL GARAGE (CROYDON) offer: 1937 S.S. Jaguar 100, this car is in amazing condition throughout; £495.—Central Garage. Croydon 7464.

1947 Jaguar 3½-litre saloon, one titled owner, any examination invited; unrepeatable offer. £900.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723.

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591

PETER WALKER offers his green Jaguar, XK 120, specially works tuned and will be overhauled by Jaguars before sale; private sale only.—Shobdon Court, Kingsland, Leominster. [2362

1950 (Aug.) Jaguar Mark V 2½-litre, black, 5,000 miles, new condition; £1,895; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.1. Bay. 4274. [6492

1949 (Dec., 1948) Jaguar 2½-litre saloon, black/brown leather, 14,000 miles recorded, in perfect condition throughout; £1,195.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [5198

ROSE & YOUNG, Ltd., offer 1947 Jaguar 1½-litre saloon, special equipment, bargain; £865.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 [4018

£295.—Jaguar 2½-litre 4-door sports saloon, black with red leather, 1936 model, but beautifully kept and is definitely in post-war condition.—John Jordan, Sandy, Beds. Tel. 66. [6708

1948 (Dec.) 3½ saloon, black, wireless, Ace discs, splendid order; £1,050; owner got new car; consider smaller car in exchange.—Capt. Hensley, 3 Flat, Clinton House, Worksop, Notts. Tel. 2474. [6686

JAGUAR 3½-litre saloon, first registered October, 1947, immaculate condition, black, radio, heaters, loose covers, etc. (personal property of our managing director), one owner; offers.—Alt Garage, Maghull 147.

1949 (Nov., '48) Jaguar 2½-litre saloon, colour grey, radio, heater, wheel discs, taxed year, mileage 23,000, in superlative condition; first £975.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [6694

1946 (July) Jaguar 1½-litre saloon, finished in black with red leather interior, engine just completely overhauled, speedometer reading 31,000 miles, excellent condition; £825.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. Tot. 4162. [4320

495 gns.—Jaguar, 1939, 3½-litre 4-door saloon, birch grey, sliding head, red leather, wheel discs, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6560

1948 Jaguar black 3½ saloon, special equipment, maintained and serviced regularly regardless of expense by first-class London garage, engine and coachwork perfect; nearest £1,200.—Gordon Meyer, Ltd., 40, Coleman St., London, E.C.2. Tel. Monarch 5757-5758. [6028

PRIVATE owner wishes to dispose of late 1938 2½-litre Jaguar saloon, car is in superb mechanical condition and the paintwork, upholstery, etc., are excellent; there are five good tyres and the car is taxed; definitely the first £425 secures.—225, Dobcroft Rd., Sheffield, 11. Tel. 74331, evenings. [6818

JAGUAR 3½, August, 1948, one private owner, colour lavender, 23,000 miles, maintained by makers since new, 4 new tyres just fitted, immaculate condition; £1,095, or exchange for post-war smaller car, cash adjustments either way.—Doily's, 20, William Mews, Lowndes Sq., Knightsbridge, S.W.1. Sloane 8854. [6139

1939 2½-litre d.h. coupe, the following work has just been completed on this car: reconditioned engine, new gear box, steering and brakes overhauled, new king pins and bushes, new hood, new carpets and loose covers, resprayed maroon, head lamps, radiator, etc., all rechromed, fitted with heater and Ekco radio, 5 new tyres, taxed, a truly perfect example; offers.—Mill Gap Garage Co., Eastbourne 1827. [6025

3½-litre Jaguar saloon, beautifully waxed dark green, incredible condition, better than many post-wars, twice mistaken for well-kept Bentley, expensive recent overhauls engine (Cromards), clutch, transmission, axle, brakes, steering joints, kingpins, new battery, Dunlop Forts, Rotoflows, Fram, oilcoil, heater, front tailored covers, Ace discs, special economy modifications retaining performance, genuine 60,000 miles, complete history since delivery new, taxed; £735.—Farnborough (Kent) 2065. [6692

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HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

MANCHESTER.—1-3, Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

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ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD) Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234

Jaguar Cars Wanted

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [2506

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Jaguars (1937 onwards).—Wembley 8691/3903. [0962

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [8481

Jaguar Spares and Service

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0965

SAUL & SLATTER Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service station: Green Lanes, N.13. Palmers Green 1205/7173. [2507

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.
MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3043, 0621. [0841

JEEPS, right or l.h.d., range of woodwork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

HAVE you seen Metamet's made-to-measure Jeep version? Six months' guarantee, over 20mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0534

£245.—Registered 1947 Willys Jeep, fitted attractive utility body, excellent runner, bargain.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [4983

AUTOWORK (WINCHESTER), Ltd., the principal Jeep specialists; Jeeps and trailers, long chassis utilities, etc.; all spares and exchange units.—Station Hill, Winchester. Tel. Winchester 4834/3406. [6110

£245.—Ford Jeep, first registered 1948, £10 tax, manufactured 1945, an attractive utility body, 6-seater, excellent runner.—Harpers, 2, Walters Rd., Hemel Hempstead. Tel. Boxmoor 1241. [6519

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0085

275 gns.—Jeep (Ford), registered November, 1948, repainted dark green with yellow wheels, hood, side screens, spare wheel, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6561

Jeeps Wanted

JEEP in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2096. [2280

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs, to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

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CASS'S MOTOR MART.—1938 Jensen 3½-litre sports saloon, just recellulosed maroon and factory engine fitted; written guarantee.—3, Warren St., W.1. Euston 4110 [4648

JENSEN saloon, 1939, Ford V.8 engine, black finish, brown leather upholstery, fitted radio and heater, 55,000 miles, beautiful car with good performance; £575.—Box 6551. [9029

JOWETT

W. J. BROWN, Ltd.

1950 Jowett Javelin de luxe saloon, green, brown hide, heater, 14,000 miles; £1,095.
W. J. BROWN, Ltd., Ford Main Dealers.
339, Finchley Rd., N.W.3. Hampstead 4414. [6634

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CLARKE'S OF PIRBRIGHT.

PIRBRIGHT, Surrey, remind Jowett owners that Jowett Cars, Ltd., recommend that their cars are serviced by Jowett main agents.

WE are official Jowett main agents and operate a day and night service in the Woking, Aldershot and Guildford area. We regard ourselves as the Jowett centre in the south and have factory trained mechanics available qualified to deal with all Jowett models. We also have a large stock of reconditioned used Jowett cars, utilities and vans which carry our six months' guarantee.

PRESENT stock includes:—

1950 de luxe saloon, maroon with beige leather upholstery, 2,500 miles only.
1950 standard saloon, beige with cloth upholstery.
1949 saloon, blue with beige leather upholstery.
1949 de luxe utility.

FULL particulars and prices can be had on request. Sales staff available on week-ends. Trade enquiries invited.
CLARKE'S OF PIRBRIGHT, Automobile Engineers, Pirbright, Surrey. Brookwood 2201-2. [0522

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DENHAM SERVICE STATION, Ltd.

THE used Javelin enthusiasts offer:—

1951 model Javelin de luxe saloon, black, brown hide upholstery, recorded mileage 14,000 fitted H.M.V. radio, chauffeur maintained.
1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 14,000 fitted H.M.V. radio.
1950 Javelin de luxe saloon, metallic grey, red leather upholstery, recorded mileage 12,000.
1949 Javelin de luxe saloon, sand, red leather upholstery, recorded mileage 15,000.
1949 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage 18,000, fitted radio.
THE above cars can be seen and tried at our showrooms subject to being unsold.
DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [4649

NEWNHAMS, Ltd.

1950 Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.
NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [6679

B. J. HUNTER, Ltd., offer:—

1950 Javelin saloon, excellent condition, carefully used; £1,075.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [3565

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, green with beige upholstery, heater, etc., 14,000 miles; £995.
1940 Jowett Javelin de luxe saloon, maroon with beige upholstery, heater, etc., 14,000 miles; £1,145.
836—842, High Rd., N.12. Hillside 0024. [6163

HAROLD RADFORD & Co., Ltd.

1949 (December) Jowett Javelin standard saloon, one owner, speedometer reading, 12,000 miles, colour beige, in good condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6276

1949 Jowett Javelin, 11,000 miles, green, as new; £995.
CARR BROS., The Soho Garage, Soho Square, W.1. Ger. 6678/9. [6758

GORDON CARS (LONDON), Ltd.—1950 Jowett Javelin standard saloon, £1,050.
GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon; £995.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6620

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422

1950 Javelin de luxe, maroon, beige leather, heater, one owner, as new, £1,150.—Odeon Motors, Ltd., Barnet 4100. [3385

1949 Javelin 1½-litre saloon, one owner, low mileage, fitted heater, excellent condition throughout, guarantee; £875.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2341. [6154

JOWETT Javelin, Jupiter, and Bradford spares, service repairs and sales.—7-9, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761 (10 lines). [0023

£985.—1950 Jowett Javelin de luxe saloon, maroon, heater, radio, a careful owner, supplied and serviced by us from new, nominal mileage.
£950.—1950 (registered December, 1949) Jowett Javelin de luxe saloon, black, heater, radio, 20,000 miles.
MESSRS. IMPERIAL GARAGES, Dickson Rd., North Shore, Blackpool. [6823

1949 Javelin de luxe saloon, black/beige leather, one owner, maintained since new at factory, 16,000 miles, any inspection, 3 months guarantee; £895.
TRINITY CARS Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166 [6383

1948 Javelin de luxe saloon, new engine just fitted, radio, heater; £875.—Potter & Richards, Kensington 6955, or write, 62, Princes Gate Mews, S.W.7. [4890

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 465, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1950 (Sept.) Javelin saloon, 14,000, metallic grey, metallic grey, red upholstery, fitted radio and heater, one owner, as new; £1,095.—Peter Quest, Ltd., Gaywood, King's Lynn. Tel. 4129 [5568

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1950 Javelin saloon de luxe, black, brown hide upholstery, H.M.V. radio, heater, one owner, mileage 4,000; £1,265.—H. A. Saunders, Ltd., 146, Golders Green Rd., N.W.11. Speedwell 0011. [6605

JUPITER 2-seater drop head coupe, first registered Dec., 1950. 2,000 miles by one owner only, latest factory modifications, abs lutely as new.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 3457/8/9. [6092

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

JOWETT in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2261

ALMOST new Jowett required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0852

DENHAM SERVICE STATION, Ltd., the used Javelin enthusiasts are interested in the purchase of low-mileage, late-model Javelins.—Oxford Rd., Denham, Bucks. Tel.: Denham 2286. [3949

Jowett Spares and Service

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469 2629. 308, Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.
NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—223, 234, London Rd., Croydon. Cro. 3641. [0483

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6.

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—C. W. Wilkin, Ltd., 1, Weston Park, and 84 Eden St., Kingston 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 20 years' Jowett experience; spares and service. [0759

LAGONDA

BROOKLANDS.

LAGONDA distributors: latest models for demonstration.

1950 Lagonda 2½-litre saloon, black, speedometer reading 5,000.

1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [5739

VINTAGE AUTOS offer:—

LAGONDA 2-litre 4-seater tourer, completely rebuilt with new low short chassis body, £10 tax; £300.

LAGONDA 2-litre low chassis 4-seater tourer, 1930, in superb original condition; £385.

LAGONDA Rapier 10hp drop head coupe, 1936, recent complete mechanical overhaul; £325.

ALWAYS 30 good vintage and sports carriages in stock at competitive prices.

VINTAGE AUTOS, 188-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 9536. [6442

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington London, S.W.7. Kensington 6652 (5 lines). [0964

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars."

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer:—

1934 16/80 saloon, engine completely overhauled, coachwork reconditioned throughout and repainted.

1934 4½-litre saloon, grey, splendidly maintained, 4 tyres as new.

1936 4½-litre saloon, grey and red, radio, discs, general condition well above average.

1940 4½-litre saloon, one owner and negligible mileage, coachwork and chassis comprehensively reconditioned following several years storage, as new throughout.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-8-9 or (private) Walton 1562. [0287

1950 Lagonda saloon, black with beige leather, mileage 19,000, new tyres, perfect condition throughout.—Mosse, Broomborough House, Totnes. Tel. 2566. [6667

1940 Lagonda 12-cylinder short chassis sports saloon, Sanction two engine magnificent condition faultless history; £1,795.—Taylor & Crawley 48, Pensington Court W.8. Western 6015. [4072

1938 (Oct.) Lagonda V12 Windover limousine, 6,795 miles only, just licensed 1939, a new car; £1,575.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6179

1939 Lagonda V.12 2-3-seater Rapid drop head coupe, Sanction two engine, recent complete overhaul, beautiful condition, very fast; £1,795.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015.

1937 Lagonda 4½-litre black saloon, chauffeur kept, 50,000 miles, using no oil, immaculate, just from coachbuilders, mechanically perfect, gentleman's car, any examination; £750 o.n.o.—32, Willersley Ave., Sidcup, Kent. Footscray 7255. [6128

265 gns.—Lagonda, 1935 model, 3½-litre de luxe 4-door saloon, black, leather upholstery, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6582

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 4½-litre V.12 models; service engines in stock.
LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0808

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. 3457-8 or (private) Popesgrove 5384. We are open to Saturday mornings. [0217

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

1948 model Lanchester 10hp saloon, black with fawn interior, radio, heater, well maintained; £1,025.—Stratstone, Ltd., 40 Berkeley St., W.1. (Mayfair 4404.) [6171

LANCHESTER 1935 18hp saloon, excellent condition, recently overhauled.—Offers to B.X 6362. [6030

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.
DAIMLER House Bournemouth. Tel. 5405. [0545

850 gns.—Lanchester 10, November 1947, de luxe 4-door saloon, dark blue, sliding head, blue leather, preselector, small mileage, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Lanchester Roadrider, July 1937, 14hp de luxe 4-door saloon, duo grey, sliding head, blue leather, preselector, wheel discs, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [6563

£375.—Lanchester Roadrider razor-edge sports saloon, Sept., 1937, very well maintained, cellulosed black, retrimmed new hide, good tyres, over 80m.p.h., 24m.p.g.—Dorrington, 159-161, Lonson Rd., Kingston 5621/2. [5675

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham 6041

CASH immediately for good Lanchester.—H. P. C. Edwards, 156 Dt. Titchfield St., W.1. Langham 0012. [6423

GOOD used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 592 6, Greenford Rd., Greenford, Middx. Waxlow 2643.

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0287

LANCHESTER 10, 1933, complete differential with casing, suit 1934 and 1935 models; £19.—Briggs, 135, Maidenhead Rd., Windsor. [6620

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, for Lancia.

FIRST class examples are becoming increasingly scarce, but one or two excellent Aprilias are usually available.
EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4374. [0498

CHIPSTEAD MOTORS, Ltd., offer:—

APRILIA special bodied sports saloon, 1938/9, excellent condition.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [6260

AIRSPEED MOTORS, By-Pass Rd., Colnbrook, Slough. Tel. Colnbrook 206, offer:—

1938 Aprilia saloon, light blue first-class condition; £650.—Above.
WE are keen buyers of all types of Lancia cars. [6034

LANCIA Aprilia saloon, first reg. Nov., 1939, in excellent condition with outstanding performance; £695.—Box 6595. [6124

1939 Lancia Aprilia, in first-class condition throughout; £750.—Apply J. Wyatt, Dorchester Court, Herne Hill, Brixton 7129. [5917

LANCIA Aprilia 1938 pillarless saloon, complete overhaul, outstanding performance and condition; £625 o.n.o.; radio.—169, Cannhall Rd., Leytonstone. [5945

DRIVE a Lancia and feel 10 years younger!—C. V. Rushman for guaranteed rebuilt models in showroom condition; choice of two 1939 Aprilia saloons with post-war modifications available.—39, Holland Park, W.11. Park 5751.

MAYFAIR GARAGES, Ltd.—July, 1938, Aprilia pillarless 4-door saloon, dark green, specially upholstered and retrimmed throughout, all good tyres, excellent condition and outstanding performance; 3 months' guarantee; £695.
MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 7104-5. Open 9-6. Sats. 9-12. [5317

Lancia Cars Wanted

LANCIA Aprilia wanted any year.—T. P. Brown, High Rd., N.20. Tel. Hillside 2393. [0348

LANCIA in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2243

KEVILL-DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2523. [0506

Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4374. [4616

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2074-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656.) [0520

LEA-FRANCIS

BROOKLANDS.

1949 Lea-Francis sports 2-str., small mileage, exceptional.

103 New Bond St., London, W.1. Mayfair 8351/6. [5739

CHARLES POLLETT, Ltd., Sole Distributors, London and Home Counties, offer:—

1950 Lea-Francis 14hp saloon, I.F.S., maroon, maroon hide, sun roof, one owner, heater, 22,300 miles, serviced and guaranteed; £1,475.

1950 Lea-Francis 2½-litre sports 2/4-seater, gunmetal, green leather, one owner, 14,000 miles only, wind-up windows, guaranteed; £1,525.

1948 Lea-Francis 14hp saloon, black, brown hide, one owner, 14,000 miles only, radio and heater, checked and guaranteed; £1,125.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [6405

LEA-FRANCIS 14 saloon, 1947, black, leather, heater, excellent condition; £950.—Farn. (Kent) 607. [6685

1950 Lea-Francis 14hp black saloon, 9,000 miles only, perfect condition.—Pryor, Broom St., Sheffield, 10. [6020

1949 4-door estate car, exceptionally well maintained and in first-class order in every respect; £975.—Dunham & Haines, 46, Castle St., Luton 2100. [6830

1950 Lea-Francis 18hp sports saloon, colour grey, 11,000 miles; £1,675.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6180

Lea-Francis Cars Wanted

LEA-FRANCIS in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

CHARLES POLLETT, Ltd., Lea-Francis distributors for London and the Home Counties; we always glad to hear from Lea-Francis owners.
SHOWROOMS: 18 Berkeley St., W.1. May 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6.

CHARLES POLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Lincolns (1937 onwards).—Wembley 6601/3903

LLOYD

325 gns.—Lloyd 650, November 1949, 6hp 2/4-seater Roadster, cream, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [6564

Lloyd Cars Wanted

LLOYD in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2284

Mercedes Cars Wanted

MERCEDES in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2285

MERCEDES-BENZ

CHIPSTEAD MOTORS, Ltd., offer:—

MERCEDES-BENZ supercharged 540K streamlined 2-seater drop head, low mileage, one of the prettiest and immaculate Mercedes in the country, radio, new Dunlop Forts, etc.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [6262

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 500 Roadster, cream, with beige hide, radio and numerous accessories, an extremely attractive car.—Victoria 8715.

SWANMORE GARAGE, 1179-1189, Christchurch Rd., Boscombe. Tel. Southbourne 1022.—Mercedes-Benz 500K, 1937, 4-5-seater cabriolet, reconditioned engine, coachwork black, chrome plating and interior red hide all in superb condition; exchanges, terms. [6077

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd. Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [7002

MERCURY

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Mercury 4-door saloon, colour black, all extras, one owner.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4856

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

P C

PERFORMANCE CARS.

FINEST selection of M.G.s, three months' written guarantee. We offer:—

M.G. R type (750), reputed ex-Campbell, very fast, ready for season's racing; £500.

M.G. T.C. 2-seater, 1949, £735; M.G. T.C. 2-seater, many extras, 1948, £695

M.G. T.C. 2-seater, black, 1947, £615; M.G. T.C. 2-seater, 1946, £555.

M.G. 2-litre d.h. foursome, 1938, £395; M.G. 2-litre d.h. foursome, 1936, £355.

M.G. V.A. 1½-litre tourer, 1937, £395; M.G. T.A. 2-seater, new hood, spotless, 1937, £375.

M.G. N.A. Magnette 2-seater, fitted recond. engine and gear box, 1936, £275.

M.G. N.A. 12hp Magnette 4-seater, 1936, £295; M.G. K.N. Magnette pillarless saloon, 1935, £195.

M.G. P.A. 8hp 2-seater, 1934, £275; M.G. J2 8hp 2-seater, 1933 £195.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4 lines). (See also under "Sports Cars.") [6706

CAR MART, Ltd.

1947 M.G. T.C. 2-seater, 14,000 miles; £725.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [6366

COACHCRAFT offer:—

1937 M.G. 2-litre (17hp) foursome drop head coupe, completely reconditioned, full details of expenditure and general servicing during past 5 years, extremely fast and distinctive car; £525; guaranteed three months; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6347

WOODBAIN CARS offer:—

£165.—M.G. 12hp open sports 2-seater, specially fitted with K3 cylinder head and outside exhaust manifold, slab tank, etc.; a really fast car which will surprise you.

MANY other M.G.s in stock, J2 models from £165; terms.—Woodbain Cars, The M.G. Specialists, 8 & 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [6518

H.W. MOTORS, Ltd., offer:—

1950 (Feb.) T.D. 2-seater, blue cellulose, beige upholstery, specially tuned engine, large carburettors, better than average performance, spare unused; £950.

H.W. MOTORS, Ltd., Walton-on-Thames 783 & 1437. [5286

PRIDE & CLARKE, Ltd., offer:—

£725.—1949 M.G. TC, black/red leather, 14,000 miles, spotlamp, luggage rack; three months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [6744

M.G. 1938 T.A., new engine May, 1951, red; £465.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham. Tel. Mit. 3392. [3716

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £790.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £850.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [6137

1946 M.G. T.C. model, in excellent condition; £635.

W. J. PULLEN, Ltd., Automobile Engineers & Agents, 52, West St., Sittingbourne. Tel. Sittingbourne 333/4. [6065

GORDON CARS (LONDON), Ltd.—1950 M.G. 1¼-litre saloon; £1,125.

GORDON CARS (LONDON), Ltd.—1949 M.G. T.C. 2-seater; £875.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [6622

1946 M.G. T.C. model, green/green leather, 22,000 miles, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6118

1949 (Oct.) M.G. T.C., black, excellent condition; £720.—Box 6644. [6701

1948 (June) M.G. T.C. 2-seater, 23,000 miles genuine; bargain, £595.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [6344

1949 M.G. T.C. 2-seater, black, beige leather, 1,900 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 13, Chelsea Manor St., S.W.3 (Flaxman 8181.) [6307

1933 M.G. J.2 2-seater, red, in truly remarkable condition, splendid performance; £225.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [4666

T.C. M.G., October, 1946, black and red, 36,000 miles, luggage grid; £550, or offer.—Box 6464.

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0505

1949 (Oct.) M.G. T.C. 2-seater, blue, beige leather, speedo reading 8,000 miles, excellent condition.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6324

SUPERB T.A., reconditioned engine, bodywork immaculate, exceptional car; £385.—Elmcroft, Sunnyhill, Burbage, Hinckley, Leicestershire. [6048

1948 (June) 1¼-litre M.G. saloon, black, green interior, very carefully handled, fitted extras; £965 or finance over 24 months.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [6830

M.G.

1951 model M.G. 1¼ saloon, 5,000 miles, new condition; £1,250.—Hendon Central Garage, Hendon 1423. [5299

M.G. T.C., 1949, red, 10,000 miles only, spot, twin Mellotones, luggage grid and other extras; £735.—Grosvenor 2635. [5543

1950 M.G. 1¼-litre saloon, black, red, 15,000, immaculate; £1,095.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [2486

1939 model T.A. Tickford drop head coupe (reg. Nov., 1938), black and cream, completely reconditioned, perfect, £545.—Box 6527.

1937 M.G. 2-litre sunshine saloon, black, immaculate, excellent mechanically, taxed; £375.—Kings Motors, 1, High St., Hounslow. Tel. 3532.

1947 T.C., one owner, radio, bumpers, indicators, luggage grid, tonneau cover, twin horns, ex. condition, taxed year, black/beige; £650.—Grimsdyke 733. [4242

1939 M.G. 2.6-litre saloon, exceptional mechanical condition, absolute bargain; 475 gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087/8/9. [5636

1950 model M.G. (Dec., 1949) T.C. 2-seater, black, fawn upholstery, good tyres, radio, low mileage; £795.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [6806

£750 only, very good 1949 M.G. TC, red, engine just reconditioned, excellent coachwork, good tyres.—County Garages, M.G. Distributors, St. Thomas St., Scarborough. Tel. 2545. [6645

725 gns.—M.G. Midget, Nov. 1949, 11hp T.C. 2-seater, metallic green, fawn leather, Pye radio, windtone horns, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

595 gns.—M.G. Midget, Sept. 1946, 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

595 gns.—M.G., May 1939, 2.6-litre 4-door sports saloon, black, sliding head, maroon leather, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

495 gns.—M.G. Midget, July 1939, 10hp T 2-seater, Abingdon blue, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

495 gns.—M.G. 1938 model, 1½-litre Special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—M.G. Midget, 1937, 10hp T 2-seater, black, blue leather, very good condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—M.G. Midget, 1936, 8hp P 2-seater, black, red leather, numerous extras, good condition; terms, exchanges.—Rowland Smith, below:—

145 gns.—M.G. Midget, 1933 model, 8hp J1 4-seater sports salonette, black, red wheels, leather upholstery, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6569

1947 (July) M.G. T.C. 2-seater, red, chromium, red leather, very attractive car, thoroughly recommended; written guarantee; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6457

1950 M.G. 1¼-litre 4-door saloon, first registered 16/2/50, finished black, with beige leather upholstery, one owner, fitted with H.M.V. radio and spotlamp, in exceedingly good condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel 907. [6190

M.G. 2-litre saloon, 1939, maroon, recently resprayed and rechromed, mechanically perfect, outstanding appearance, taxed, insured for year; £550.—Russell, Furze House Farm, Marks Gate, Romford, Essex. [6817

1950 M.G. 1¼ saloon, satin bronze with maroon upholstery, very carefully maintained and in immaculate condition throughout, any trial; £1,095.—D. Millward & Co., 275, Dunstable Rd., Luton. Tel. 690. [5955

1950 (August) 1¼-litre M.G. saloon, genuine mileage 12,000, colour maroon, maroon leather, indistinguishable from new; £1,135.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [5679

ROSE & YOUNG, Ltd., offer: 1950 (November) M.G. 1¼-litre saloon, low mileage, spare unused, fitted radio, black; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [4016

1938 M.G. TA 2-seater, engine recently resleeved and crankshaft reground; new hood and sidescreens, bodywork and interior in excellent condition, fitted twin spot lights and wing mirrors; £385; for immediate sale.—Lee Green 4555. [4958

M.G. sports coupe 1938, full 4-seater model SA, engine completely reconditioned and exceptionally economical, whole car maintained in original immaculate condition by fastidious owner; numerous special extras, Ace discs; offers around £580.—Blackham, Leighton, Northgate Rd., Stockport. [6656

1947 M.G. TC, black, fawn upholstery, five new tyres, many extras, including Motorola radio, chrome luggage grid, defroster, Bluemels Brooklands steering wheel, Notek spot lamp, Windtone horns, etc., A1 condition, both inside and out; price £650.—Melvill, 173, Ealing Rd., Wembley, Middlesex. Tel. Wem. 9132. [6151

1947 (June) M.G. T.C., black and fawn leather; most exceptional external and mechanical condition throughout, brand new hood, screens and tonneau cover; a really well-kept enthusiasts car at a most competitive winter price; £585; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [6493

£499.—Rare condition M.G. 18hp drop head coupe, bodywork genuinely spotless and immaculate, excellent hood, beautiful interior; this vehicle has literally been wrapped in cotton wool and meticulously maintained by late owner; it is one of the finest we have ever had, 1938-9 model, fitted radio, an absolute bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6802

M.G.

1939 (registered October, 1938) 1½-litre 12hp de luxe 4-door saloon, moss green coachwork, olive green wings, chassis and wheels, all without the smallest scratch, moss green hide upholstery, brand new best quality green carpets, oversize tyres, all five just replaced, double life Exide just fitted, Fram oil cleaner, moderate use since engine reconditioned, this car could quite easily be mistaken for brand new, and we doubt if there is another specimen remotely comparable.—Speedsters, Ltd., the best conditioned sporting cars in the country, offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [6438

M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7645

M.G. in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel Valentine 2098. [2286

URGENTLY required, good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [6428

JACK ROSE, Ltd., want to purchase T.C. and 1¼ saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5305

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3398

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 and 8182. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 5104-5.

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0208

M.G. spares.—New vertical drives, rocker bushes, valves, road springs, front aprons, petrol tanks, chromium plated luggage grids, M-type clutch plates, new windscreens, J2 and P, cycle-type wings; prompt and courteous service.—See P. & A. column.

DERRINGTON, 159 and 161, London Rd., Kingston 5621-2. [2995

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos., etc., new rocker shafts, bushes, valves, guides, springs gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083.

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. [0349

MORGAN

525 gns.—Morgan 4/4, 1948, 10hp sports 4-seater, green, leather upholstery, good condition; terms, exchanges.—Rowland Smith, below:—

265 gns.—Morgan 4/4, 1938, 10hp sports 2-seater, cream, maroon wheels, leather upholstery, 2 spare wheels; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6565

1949 Morgan 4/4 coupe, 17,000 miles only, not been in trials, new tyres, perfect; £725.—Ledger, 3, Bear St., Barnstaple. Tel. Barnstaple 2107. [6123

1948 Morgan 4/4 sports 2-seater, blue, 2 spare tyres, just thoroughly overhauled, excellent condition; £625.—Steveney, Nutcombe Cottage, Nutcombe Lane, Hindhead. [6680

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

SLOCOMBES, of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [1883

MORGAN in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2287

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0726

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 3,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6567

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Minor saloon, grey, with beige upholstery, 113 miles; £945.

836—842, High Rd., N.12. Hillside 0024. [6164

1950 (Nov.) Morris Minor saloon, 6,000 miles.—Ernest Sutton. Tel. Rozate 4 (trade only). [6449

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

PHILIP RICKARDS, Ltd., offer:—

1950 Morris Minor saloon, black/beige, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6465

PRIDE & CLARKE, Ltd., offer:—

1950 Morris Minor saloon, maroon, beige, one owner, 14,000 miles; choice of two from £795; three months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [6745

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Minor tourer, black, beige leather, 12,000 miles.

1950 Morris Minor, pale blue, beige leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6791

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7004

1950 Morris Minor saloon, black, heater, 11,000 miles, £825.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [6197

1950 Morris Minor saloon Tickford conversion, maroon, one owner, 10,000 miles, as new.—TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [6119

1950 (Oct.) Morris Minor saloon, black, beige upholstery, 6,000 miles, condition as new.—WILCOX (SLOUGH), Ltd., Chandos St., Slough, Bucks. Tel. 21429. [4595

1950 Morris Minor saloon, 4,500 miles, private owner, superb condition; £895.—8, Colville Gdns., W.11. Park 5774. [6694

1950 (Dec., 1949) Morris Minor tourer, green, beige leather; £695.—4, Hesper Mews, Earls Court, S.W.5. Frobisher 4292. [6654

JARVIS & SONS, Ltd., offer: Morris Minor saloons in grey, maroon, and black from £850.—Morris House, Morden Rd., S.W.19. Liberty 8221. [6482

LATE 1949 Morris Minor Ship saloon, finished platinum grey; wish fawn leather upholstery, genuine 16,000 miles, most carefully maintained by one private owner since new; £825.

ROBBINS, 96-98 Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6752

1950 (September) Morris Minor saloon, one owner, genuine guaranteed mileage 9,000, indistinguishable from new; £885.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2.

1950 (June) Morris Minor tourer, one owner, heater, radio, special aluminium cylinder head, low mileage, exceptional condition; £795; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [6215

725 ens.—Morris Minor, June 1950, tourer, dove grey, radio, loose covers, 11,900 miles, one careful owner, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6567

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

A S new, post-war Morris Minor required.—25, Broadwalk Court, W.8. Tulse Hill 1268 (day). [0745

A LMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

MORRIS EIGHT

1939 Morris 8 saloon, very smart, mechanically very good, guaranteed; £425.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6155

1938 Morris 8 4-door saloon, recently reconditioned; £395.—4, Fairfield Rd., N.8. [6691

1936 Morris 8, outstanding condition; £239; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6782

£265.—1938 Morris 8, respraved, fitted loose covers, beautiful condition.—Richmond 5861. [6623

395 ens.—Morris 8 1939 saloon, grey, very good condition; terms, exchanges.—Rowland Smith, below.—

265 ens.—Morris 8 1938 model de luxe 2-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6566

1939 Morris 8 2-door saloon, sun roof, recellulosed maroon leather upholstery, in perfect condition; £450.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [5849

£395.—Morris 8 1939 2-dr sln, exceptionally good mechanically, cellulose, interior, etc., many extras; many others.—

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6, 50yds Holland Park Tube. [6041

JARVIS & SONS, Ltd., offer a selection of Morris 8 saloons from £650.—Morris House, Morden Rd., S.W.19. Liberty 8221. [6484

1939 Morris Ship Series E 2-door saloon, blue/blue leather, sliding roof, good condition throughout, any inspection invited; £395.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6354

MORRIS EIGHT

1938 Morris 8 saloon, black; £290.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [6456

GATEHOUSE offer choice of 5 1938 Morris 8 4-door saloons, all in excellent condition, from £345.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444 [6275

1939 Series E Morris 8 4-door saloon, exceptionally good condition; tyres, etc.; £595; terms; exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Uxbridge 122. [5674

1936 Morris 8 2-door saloon, black, red leather, reconditioned engine just run in, 100% mechanical condition throughout, taxed and ready for the next 25,000 miles; £310.

TUMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3869. [5861

1939 Morris 8 saloon, reconditioned engine, shock absorber, new tyres and repainted this year; £420.—Vandervell (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4950

WALTER SCOTT, Ltd.—1939 Morris 8 2-door de luxe saloon, black, brown hide, 1948 condition; £425; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [7454

1947 Morris 8 4-door de luxe saloon, sunroof, black, exceptional condition; £575; exchanges, hire purchase.—B. & H. Motors, 1464-6, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [6276

1936 Morris 8 4-door saloon, black and red, unmarked leather upholstery; just rebored, new battery, clutch assembly, shock absorbers; perfect condition throughout; genuine bargain; £295.—Tel. East Horsley 157. [6690

32556 miles.—1938 Morris 8 saloon, green and black, original finish, precisely as brand new, all tyres just rep.aced, new battery, incredible condition, without a mark inside or outside; £595.—Speedsters, Ltd., Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 625. [6439

Morris Eight Cars Wanted

A S new, post-war Morris 8 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

PRE-WAR Morris Ship saloon wanted.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [8260

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

WANTED '38 Morris 8, 2 or 4-seater tourer; condition immaterial.—Harrison White House, Farningham, Kent. [6021

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [3639

MORRIS TEN

CAR MART, Ltd.

1948 49 Morris 10hp saloon, 9,000 miles; £850.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6566

B. J. HUNTER, Ltd., offer:—

1947 Morris 10 saloon; choice of two; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6654

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Morris 10 4-door saloon, one owner, immaculate.—Swiss Cottage, Finchley Rd., N.W.3.

1948 Morris 10 saloon, black with brown interior, very nice condition; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1059

1948 Morris 10 saloon, green, brown upholstery, 21,000 miles, in excellent condition.

WILCOX (SLOUGH), Ltd., Chandos St., Slough, Bucks. Tel. 21429. [4595

1946 Morris 10 de luxe saloon, just overhauled and recellulosed, attractive car throughout; £565.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6.

1939 Morris 10, reconditioned throughout, indistinguishable in appearance and performance to 1946 model; £540.

MAGDALEN MOTORS, 811, Trinity Rd., Wandsworth Common. Battersea 3373.

1939 Morris 10, black and red leather; £340.—Blue Star Garages, Ltd., 617 Finchley Rd., London, N.W.3. (Ham. 2224). [5418

£225.—1938 Morris 10 de luxe saloon, blue and black, excellent runner, bills for £40.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 8490. [5864

1939 Morris 10 saloon, in excellent condition throughout, fitted heater, any trial; £400.—Wembley Coach Motors, High Rd., Wembley. Arnold 5221-2. [6777

JARVIS & SONS, Ltd., offer: 1947 Morris 10 saloon, black, sliding roof and leather upholstery; an immaculate car; £715.—Morris House, Morden Rd., S.W.19. Liberty 8221. [6483

1948 model Morris, Series M, finished black/brown hide interior, good order, used only as second car, maintained by agents since new, nominal mileage £650.—Apply, S. Belton, Tower Rd., Boston, Lincs. Tels. Boston 2580-3280. [5085

1947 (September) Morris 10 de luxe sun roof saloon, finished black, brown leather upholstery, mileage 15,000 only, one private owner, taxed to December, in really immaculate condition throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., N.2. Finchley Station, N.2. Tudor 2301-2. [6606

545 ens.—Morris 10, April 1947, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6566

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6904

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

A S new, post-war Morris 10 required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768 (day).

MORRIS TWELVE

£444.—Magnificent Morris 12 4-door de luxe saloon, very modern, o.h.v. engine, tremendous performance with economy, seats 5, large luggage body, beautiful bodywork unmarked, whole vehicle outstanding; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6797

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MORRIS FOURTEEN

1938 Morris 14hp saloon, black/blue leather, exceptional condition for age, any inspection or trial; £565.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6585

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, 7,000 miles; £1,055.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [6569

ROUNDABOUT offer:—

1950 Morris Oxford, 10,762 miles, one owner, spotless condition throughout; £1,050.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6094

JACK ROSE, Ltd., offer:—

1950 Morris Oxford saloon, guaranteed mileage 9,000; colour maroon, red leather upholstery, almost as new throughout; £1,025.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [6514

LEX GARAGES, Ltd., offer:—

1950 (registered 1/5/50) Morris Oxford saloon, maroon, with red leather upholstery, fitted with zebe covers; total mileage 9,000, almost as new; £1,125.

LEX GARAGES, Ltd., 3, Lexington St., W.1. Gerrard 8600. [6013

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Oxford saloon, grey, with brown interior, 3,000 miles; £1,125.

836.—422, High Rd., N.12. Hillside 0024. [6165

GLANFIELD LAWRENCE offer:—

1949 Morris Oxford saloon, black, unmarked and in new condition throughout; £915.—407, High Rd., N.12. Finchley 0091. [6609

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Oxford saloon, black, brown leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6743

1950 (Sept.) Morris Oxford saloon, green, 6,000 miles, immaculate.

WILCOX (SLOUGH), Ltd., Chandos St., Slough, Bucks. Tel. 21429. [4594

1949 (December) Morris Oxford saloon, green, one owner, excellent condition, heater; £895.—Streatham 3679. [6019

1949 Morris Oxford saloon, grey; £895.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6295

1949 Morris Oxford, 14,000 miles, colour black; £875.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6177

1950 (November) Morris Oxford saloon, grey, 7,000 miles, as new; £1,025; also 1949 (September) Morris Oxford saloon, maroon, 12,000 miles; £925.—Dabsons, Ltd. (Morris Agents), Staines, Middx. Tel. 601. [6394

Morris Oxford Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

MORRIS OXFORD wanted.—G. S. Mell, Ltd., 309, King St., W.6. Riverside 2691. [6299

A S new, post-war Morris Oxford required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0749

A LMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

MORRIS SIX

CAR MART, Ltd.

1949 50 Morris Six saloon, 8,000 miles, £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6570

GUY ALFREDS & Co. offer:—

1950 Morris Six saloon, negligible mileage, unwanted.—6-7, Warren St., W.1. Euston 5268.

PRIDE & CLARKE, Ltd., offer:—

£899.—1949 Morris Six saloon, beige, brown leather, radio, loose covers, 21,000 miles; choice of two; three months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. [6745

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,050.—Campbell Symonds, Wembley 6262. [5801

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS SIX

1950 Morris Six saloon, 4,000 miles.—Autowork Ltd., Winchester. Winchester 4834. [6106

1950 (Oct.) Morris Six. 2,000 miles.—Ernest Sutton, Tel. Rusate 4 (trade only). [6450

1950 Morris Six saloon, black, brown hide, recorded mileage 8,000, fitted radio and heater, in faultless condition.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6450

TANKARD & SMITH, Ltd., offer 1950 Morris Six saloon in blue with matching leather upholstery, genuine 15,000 miles only, unmarred and unscratched; £1,050. 5 months' written guarantee, also 200 guaranteed used cars of all makes.—196, King's Rd., S.W.3. Tel. Flaxman 4801/3. [6061

NAYLOR & BOOT, Ltd.—1949 Morris Six saloon, maroon, red interior, low mileage, superb condition throughout; £975; six months' guarantee, choice of 100 quality cars; demonstrations free within 100 miles, terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [6468

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1948 Morris 10hp saloon, £455.

GORDON CARS (LONDON), Ltd.—1949 50 Morris Oxford saloon, £995.

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon; £1,175.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611.

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [6379

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [6979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Morrises (1937 onwards).—Wembley 6691/5903. [6670

MORRIS 10 or medium hp in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [6814

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [6798

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May. 3051. [6951

Morris Spares and Service

MORRIS 8 Series I and II front wings: £11 a pair, rears £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton. [6452

WEST London.—Rogers Garage; repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5614

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Nashes (1937 onwards).—Wembley 6691/5903. [6988

OLDSMOBILE

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Oldsmobile Rocket 98 4-door saloon, 15,000 miles, as new, special showcar; £3,150.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [5800

SIMPSON'S MOTORS ("Phone Wembley 6691 or 5903) offer:—

LATE type Oldsmobile, (Full list see "American Cars").—Simpson's Motors (Wembley), Ltd. [5363

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1939 6-cyl. Oldsmobile saloon, in exceptional condition, £725.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield Surrey. [6113

OLDSMOBILE (Rocket 88) electric convertible, grey, red leather, 11,000 miles; £2,750.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts 7, Pemlridge Villas (nr. Westbourne Grove W.11 (Bay water 6626-7). [0576

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Oldsmobiles (1937 onwards).—Wembley 6691/5903.

OPEL

1937 Opel Olympia, taxed until December, recently reconditioned; £220.—Tel. Dartford 4360. [6675

1937 (Aug.) Opel Olympia de luxe 12hp cabriolet, in mint condition, completely reconditioned to new standards throughout, including new pigskin upholstery, re-chromed and sprayed maroon, new fawn mohair hood and wheel cover, new 180-amp battery and tyres just fitted; over £150 was spent last November by present fastidious owner (new car unexpectedly arrived); accept £350, worth double.—Ashton, 100, Ansdell Rd., Fleetwood. [6409

Opel Cars Wanted

OPEL in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2298

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [5980

Opel Cars Wanted

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-5, Southampton St., Southampton. Tel. Southampton 3366, 4944. [0651

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—137, Brixton Hill, S.W.2. Tul. 5664. [0036

Opel Spares and Service

REPAIRS, spares, reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0289

PRIDE & CLARKE, Ltd., new brake and clutch linings, valve springs, piston rings; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3366, 4944.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.

1939 Packard 6 4-door saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400.

PACKARD, sole concessionaires, offer:—

A SELECTION of completely reconditioned 1938 and 1939 saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400. [0282

1939 Packard 6 drop head coupe, black, outstanding appearance and condition, taxed; £595.

PETERSHAM GARAGE, Ltd., Petersham Mews, London, S.W.7. Western 4107. [5633

CASH'S MOTOR MART.—1937 Packard Super 8 saloon, black, 26,000 miles, one owner, chauffeur driven, superb, written guarantee.—8, Warren St., W.1. Euston 4110. [5858

1939 8-cylinder Packard saloon, radio, leather upholstery, one owner, magnificent condition; £675.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015.

£350.—Packard Super 8 enclosed-drive limousine, excellent condition.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [6784

1938 Packard Super 8 foursome (convertible) drop head coupe, a perfect car, re-upholstered in Bedford cord, fitted with radio, new mohair top, 2 spare wheels, all six tyres and tubes practically unused, engine overhauled this year and mechanically perfect, re-upholstered this year in metallic grey, many other extras including exterior twin horns, 2 for lamps, compass, altimeter, etc., to be seen and tried by appointment; price £695.—W. Morley, Holly-dene, Otley Rd., Leeds, 6. Tel. 52878.

A & S Limousine 1939, widest occasional, exceptional throughout, partition, certified mechanically, black, £695. Seen:—

A. LPE & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair-2941. [6231

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Packards (1937 onwards).—Wembley 6691/5903. [0671

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0902

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469

PANHARD

CHILTERN CARS offer a 1951 Dyna Panhard; see our classified advertisement under sports cars. [6354

Peugeot Cars Wanted

PEUGEOT in good condition.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2299

PLYMOUTH

SIMPSON'S MOTORS ("Phone Wembley 6691 or 5903) offer:—

1949 Plymouth saloon. (Full list see "American Cars").—Simpson's Motors (Wembley), Ltd. [3364

PONTIAC

1937 Pontiac 27 saloon, excellent, guaranteed; £160; payments.—Vaughan, 17, Ashwood Mews, S.W.7. Fro. 1319. [5899

1940 Pontiac saloon, black, brown leather, Fisher coachwork, Hackney licence, tax £10, 20 mpg.—25, Ladydell Rd., Worthing.

1940 Pontiac 6 saloon, low mileage, one owner, extras include radio, perfect cellulose, tyres, interior, etc., really must be seen; £495.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [6611

£2000 or nearest offer, Pontiac Silver Streak; latest style 4-door saloon, 7-8, drive, imported by lady owner in Aug., 1949 (believed 1950 model), small mileage, cellulosed black with chrome fittings including rimbellishers; superbly maintained by chauffeur; small car considered in exchange.—Apply 12, Church St., Luton. 4212 5. [6600

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Pontiacs (1937 onwards).—Wembley 6691/5903. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7753-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617

Porsche Spares and Service

COLBORNE GARAGE Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629

RACING CARS

OFFERED at reduced prices for quick sale:—

4-cylt. Maserati; £3,000.

4-cyl. Maserati; £1,200.

4½ Duesenberg Emeryson; £500.

K3 (J.G. Magnette, Laystall shaft and R-type rods, plus spares and extra engine; £350.—W. R. Baird, Belfast Telegraph, Belfast.

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621

1951 J.B.S. with Norton S.C. engine, spare wheels, long-distance tanks; £500; will sell less engine.—Westcott, Plymbridge Lane, Crownhill, Plymouth. [5791

RACING car for sale, fitted 4-cyl. ohc. engine, extra crankshaft giving either 1½- or 2-litre capacity, 4 racing Amal carburettors, Fraser-Nash type drive for rapid alteration of gear ratios, Girling 4-wheel brakes, Rudge wheels, Dunlop road racing tyres, has lapped Brooklands unstamed, unsupercharged, at 110mph (near); 120 down railway straight; single-seater all body fitted Dunlopillo upholstery; owner is business executive unable devote time during war or since; ideal opportunity for enthusiast to acquire car having tremendous possibilities; photographs available to genuine enquiries; view Surrey; accept first reasonable offer; no dealers.—Box 6555. [6051

RAILTON

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6755; all models available and wanted. [5467

A. MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars, also all spares.—26 (b), Belgrave Rd., S.W.1. Victoria 9885. [0833

£727.—Magnificent Railton 17hp Sandown (Special Sports saloon; this vehicle has been maintained regardless of cost and has just had a £300 overhaul, including works reconditioned engine, new clutch, overhauled gear box, relined brakes, overhauled steering, etc., The bodywork and interior are immaculate and this car definitely performs and looks equivalent to post-war model worth £1,500; 3 months guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley N.12. Fin. 6221. [6805

Railton Cars Wanted

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars. 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0853

RENAULT

RENAULT cars, spares, parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4694.

1946-7 Renault 12 saloon, guaranteed; £450, payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [6472

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), have a small selection of used Renaults. [0126

1950 760cc Renault, engine just reconditioned; £725.—Peter & Richards, Kensington 4955, or write 62, Princes Gate Mews, S.W.7. [6529

1936 Renault 12 airluxe saloon, very smart and economical car, in excellent order, £225.—Brooklands Motors, 100, High Rd., Uxbridge. Tel. 184. 10 a.m.-7 p.m. [6044

595 gns.—Renault 8, January, 1949, 4-door saloon, brown, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6570

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RENAULT small hp in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2294

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3176.

RILEY

CAR MART, Ltd.

1946 (47) Riley 1½-litre saloon, 15,000 miles; £975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

H. A. SAUNDERS, Ltd.

1947 1½-litre Riley, 23,000 miles.—Radlett, Herts. Tel. Radlett 6167 and 5849. [3721

JACK ROSE, Ltd., offer:—

1947 (late) Riley 2½-litre sports saloon, in exceptional condition, black with red hide upholstery throughout, almost spotless appearance; accept £1,175.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [3302

KENTISH & THOMSON, Ltd. offer:—

1947 Riley 1½-litre saloon, 27,000 miles, one private owner, radio, black with green leather; £975.—564, Wickham Rd., Croydon. Springpark 5477-8. [6751

BOON & PORTER, Ltd., distributors.

1948 2½-litre Riley saloon, 37,000 miles, reconditioned engine; £1,095.

SELECTION of several other post-war Rileys.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [6090

PERFORMANCE CARS offer 2½-litre roadster (Aug., 1950).—See under "Sports Cars." [4835

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, fitted radio, in excellent condition; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [4497

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, fitted radio and heater, carefully maintained by one fastidious owner, a most outstanding example, colour black with brown leather, £1,075; a similar model, colour black with red leather, £1,075; also available, 1948 foursome drop head coupe and 1948 saloon.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5504

WELBECK MOTORS, Ltd., proudly present:—

1936 Riley 1½-litre Adelphi saloon, in quite exceptional condition, any trial; £365.

WELBECK MOTORS, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 5901. [5668

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (November) Riley 2½ saloon, fitted latest type H.M.V. radio, Ace rimbellishers, a most superb example; £1,775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5502

GORDON CARS (LONDON) Ltd., 1950 Riley 1½-litre saloon; £1,495.

GORDON CARS (LONDON) Ltd., 1949 Riley 1½-litre saloon; £1,375.

GORDON CARS (LONDON) Ltd., 1947 Riley 2½-litre saloon; £1,095.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6624

S. MORRIS & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6, offer:—

1950 (Nov.) Riley 2½-litre saloon, spotless finish in two-tone green, fitted heater, H.M.V. radio, 9,500 miles only, maintained regardless of cost by one fastidious owner; £1,755. [6536

1949 Riley 1½ saloon; £1,250. Roys Autos, Ltd., 127, Parkway, N.W.1. Euston 2700. [4007

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348.

1947 1½ saloon, black, red, one owner, excellent; £975.—Cyril Sheppard, 102, King's Rd., Reading 2712. [4574

1950 Riley 2½-litre foursome d.h./coupe; £1,800. —C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6268

1950 Riley 1½-litre saloon, 6,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [6340

1936 Riley 9 saloon, in excellent condition throughout; £295.—Larry Garage, Talybont, Cards. Tel. Talybont 79. [6717

1950 Riley foursome drop head coupe, 10,000 miles. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [6402

1948 (March) Riley 1½-litre saloon, maroon, 23,000 miles, perfect; £1,065.—F. L. Cranmore, Ltd., 64, High St., Potters Bar. Tel. 2040. [6502

1950 2½-litre Riley saloon, 15,000 miles, perfectly maintained and in showroom condition; £1,675 or near offer.—Tel. Laburnum 2971. [6819

1937 1½ Adelphi, immaculate, good tyres, Rotoflos fitted, recent overhaul; £400.—Cole, 7, Bassett Gdns., Osterley, Middx. Hounslow 6378. [3062

1949 Riley 2½-litre saloon, black, Radiomobile, beautiful car; £1,375.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [3924

RILEY 2½-litre 1947 black saloon, showroom condition, wireless and demister, speedometer 23,000, tyres good, seen Middlesex; price £1,150.—Box 6584. [6056

RILEY 6/12 Kestrel saloon, very original throughout, taxed, good tyres; £225.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614; open till 8 p.m. daily, Sun. till 5 p.m. [6386

1947 2½-litre Riley fitted H.M.V. radio, colour black, perfect condition; £1,085.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6185

1948 Riley 1½-litre saloon, 1st regd. 3.2.48, black with fawn upholstery, seat cover, spot lamps, low mileage, very carefully used; £1,075.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [6613

1938 Riley 1½-litre sal., mech. perfect, new carpets, sound throughout; £365, terms.—Midland Motor Co., Traffic St., Derby. Tel. Becketwell 40124; open till 8 p.m. daily, Sun till 5 p.m. [6395

1936 Riley 12hp Kestrel Sprite, modifications, many extras including radio, spots, Windtones, good order throughout, taxed year; £475.—Watchetts Lodge, Watchetts Drive, Camberley. Tel. 1821. [6052

RILEY 12hp, 4-cyl., here is an unusual offer, first licensed April, 1937 but! in 1947 condition throughout, very low total mileage by one owner, attractive grey with olive green interior really worth coming to see; £445.

HAROLD WEBB MOTORS Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [6808

395 gns.—Riley Kestrel Sprite, 1937 1½-litre 4-door sports saloon, gunmetal, sliding head, leather upholstery, preselector, Scintilla Vertex, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Riley 12-4, 1934 model, Mentone 4-door saloon, black, sliding head, blue leather, manual change, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6571

MARBLE ARCH MOTORS, High St., Watford, offer 1935 Riley Falcon 12hp saloon, just overhauled throughout, new roof lining and respray, new Scintilla Vertex Mag., genuine cash bargain; £315; exchanges.—Tel. Watford 4491. [6247

1938 Riley Big Four 2½-litre Adelphi, blue-green with red leather, engine just been resleeved by Riley agents, car had complete overhaul, 5 new tyres; a fast car in perfect condition; £585.—Union Bank Farm, Bold, Widnes. [6689

1938 Riley 16hp Big 4 Adelphi de luxe saloon, finished 2-tone grey with blue leather upholstery, genuine 68,000 miles since new, maintained by enthusiast regardless of cost, a fine example of this renowned model in much above average condition; £550.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6734

1950 (Jan.) Riley 1½-litre saloon, black with beige leather, fitted H.M.V. radio, one owner, 9,000 miles, as new, £1,465; 1946 (May) Riley 1½-litre saloon, black with brown leather, 30,000 miles, perfect throughout; £875.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6647

CAMDEN MOTORS.—Riley, a very valuable and all too scarce model, 1½-litre 12hp foursome drop head coupe, very late 1939, Nuffield series, original dark blue coachwork with beautiful grey leather interior, almost new hood and five new tyres, manual synchromesh four-speed gear box (remote control), chromed wheel discs, etc., one change of ownership since new, maintained and serviced with every care and attention; £645.

CAMDEN MOTORS.—Riley 16/4 special six-light Kestrel saloon 1936, with synchromesh manual gear change and overdrive, another very rare and much sought after example, beautiful streamlined body styling, attractively finished in royal maroon, leather upholstery to match, recent £110 overhaul to engine, gear box and steering, all bills available; £695.

CAMDEN MOTORS.—Riley 1½-litre 12hp special Kestrel saloon, late 1937, similar body lines to above model, special series twin carb. engine, Andre telecontrol S/As, dark blue finish, with blue leather, a really fast motor, delightful but genuinely economical performance; £475.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 900 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday/Saturday. [6840

Riley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

R
ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

GOOD pre-war and post-war Rileys wanted.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [6789

CASH immediately for good Riley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6424

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [6928

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3397

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley 1950 model, if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182.

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0258

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2380

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FOX. [6148

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GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars
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1934 Rolls-Royce Phantom II saloon (SR) by Barker in black, upholstered dark brown hide, two spares, in good condition.—Ref. H.7519.

1934 Rolls-Royce 20/25 sports saloon (SR) by Thrupp & Maberly in black, upholstered grey hide, radio, in excellent order.—Ref. H.7711.

1934 Rolls-Royce 20/25 sports saloon (SR) by Windover in blue, upholstered blue hide, fitted extras, of a pleasing design completely reconditioned throughout.—Ref. H.75768.

1935 Rolls-Royce 20/25 limousine by Barker in black, upholstered black leather to front, beige cloth to rear, two occ. seats, dignified town carriage, in exceptionally good condition.—Ref. H.5019.

1935 Rolls-Royce 20/25 4-door 4-light (SR) saloon by James Young in black and maroon, upholstered grey leather, fitted extras.—Ref. H.7724.

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1939 (Oct.) Rolls-Royce Wraith 7-seater limousine by Rippon, black with leather to front, cloth to rear, face forward occasional seats.

1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.

1936 (Nov.) 20hp touring limousine by Rippon.

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R. C. WIMBUSH, Ltd.

1939 Rolls-Royce Wraith fitted with phaeton drop head 4-door saloon by Thrupp & Maberly; a very outstanding and attractive car, excellent record throughout; £3,650.

R. C. WIMBUSH, Ltd., 212, Earls Court Rd., S.W.5. Fremantle 8401. [4759

FRANK DALE offers:—

1934 Rolls-Royce P11 Windover saloon with large boot, excellent order, taxed year; £625.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [4698

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OFFICIAL Rolls-Royce and Bentley Retailers

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1949 Rolls-Royce Silver Wraith saloon by Park Ward, black with tan lthr.

1939 Rolls-Royce Wraith saloon with div. by Park Ward, black with fawn cloth and black lthr.

1937 Rolls-Royce Phantom III enc. drive limousine by Park Ward, black with black lthr. and fawn cloth.

1935 Rolls-Royce 20-25hp sports saloon with div. by Young, black with grey lthr.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242. [6198

R. C. MORTLAKE offers:—

1933 25hp Gurney Nutting sedanca sports saloon with boot, complete Rolls history from new, £1,095.

1936 H. J. Mulliner sports saloon with boot; £1,850.

1937 25-30 7-passenger limousine; £1,575.—R. C. Mortlake, 258, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4804. [6500

RUSSELL MOTORS offer:—

1937 Rolls-Royce 25/30 4-door drop head coupe, exceptional car.

1935 Rolls-Royce 20/25 limousine, by Thrupp & Maberly, 24,000 miles only, exceptional car.

THE above cars subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [6288

HAROLD RADFORD & Co. Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1935 (November) Rolls-Royce Phantom II foursome Sedanca coupe by H. J. Mulliner, colour grey new wings fitted to modernise appearance, speedometer reading 80,000 miles, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6284

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LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

VINTAGE AUTOS, offer:—

ROLLS 20, 1927, owner driver saloon, reupholstered, resprayed, etc.; £300.

ROLLS 20, 1929, small 7-seater saloon; £325.

ROLLS 20, 1926 fixed head coupe by Park Ward, superb original condition; £485.

ROLLS 20, 1926 tourer by Barker, £1,150 spent since 1947, absolutely faultless in every way; £585.

ROLLS 20, 1929 sedanca de ville, just resprayed yellow and black; £500.

ROLLS 25, 1931 7-seater by Mann Egerton; £425.

ROLLS 25, 1931, small 7-seater saloon by Park Ward, chauffeur driven and one owner since new, fitted radio and in faultless condition; £650.

ROLLS 25, 1932, 4-door drop head coupe; £650.

ROLLS 25, 1934, small 7-seater saloon by Park Ward, wind-down division, recent complete overhaul, immaculate; £725.

ALWAYS 50 good vintage and sports carriages in stock at competitive prices.

VINTAGE AUTOS, 189-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8528. [0443

GUY ALFREDS & Co. offer:—

1937 25/30 Rolls-Royce Hooper limousine, exceptional condition.

1934 Rolls-Royce limousine, forward occasionals, record engine, exceptional order.—6-7, Warren St., W.1. Euston 3262. [2399

MANN EGERTON & Co., Ltd., offer:—

1939 Rolls-Royce Wraith semi-razor edged 4-light sports saloon with boot by Thrupp & Maberly, black with fawn leather upholstery, excellent history, mileage 62,000 £3,750.

14, Berkeley St., London, W.1. Regent 2075. [6313

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 Rolls-Royce Wraith owner-driver Freestone & Webb razor-edge saloon, genuine 39,000 miles, an immaculate example of this famous mode.; £3,850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

MASCOT MOTORS, Ltd., offer the following:—

1936 30hp Mulliner sports saloon with division.

1936 25hp Barker owner-driven sedanca.

1935 series 40/50hp Thrupp sports saloon.

1934 25hp Thrupp owner-driven saloon.

1933 25hp Hooper sports saloon.

1932 25hp 4-seater sports coupe.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4¼-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237-43, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [6497

WELBECK MOTORS, Ltd. proudly present:—

1937 Rolls-Royce 7-seater limousine by Barker, superb condition, £1,850.

WELBECK MOTORS, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 3981. [5669

1936 Rolls-Royce 20/25 Freestone & Webb 6-light saloon; terms, exchanges; £1,050.

GEORGE NEWMAN & Co., 568, Euston Rd., N.W.1. Euston 4466. [6332

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

1950 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, very dark green, 19,000 miles, just decarbonised and serviced, "perfect"; £6,250.

1948 Rolls-Royce Silver Wraith 4-door owner driver saloon by Park Ward, two tone grey, blue hide, one owner, 22,000 miles only (guaranteed), whole car in perfect order; £5,250.

18, Berkeley St., W.1. May. 6296

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8.

SWANMORE GARAGE Rolls & Bentley Specialists, 1176-1180, Christchurch Rd., Boscombe. Tel.: Southbourne 1022.

1937 Rolls-Royce Ph. III owner-driver Hooper saloon, capacious luggage boot, exceptionally lovely specimen.

1937 Rolls-Royce Ph. III Barker 7-seater limousine.

1937 Rolls-Royce Ph. III H. J. Mulliner sliding roof sedanca, solid tapestry; exchanges, terms.

1931 Rolls-Royce 20/25, fitted new 1962 shooting brake body.

1928 Rolls-Royce 20, fitted 1940 replica body, extremely attractive.

[6075

1935 Rolls-Royce 20-25 coupe de ville, black, engine recently overhauled by makers, immaculate; £1,500.—Wel. 4545 (10-6 p.m.). [6813

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ALPE & SAUNDERS, Ltd.—Rolls-Royce Limousines offered with Mechanical Guarantee Certificate. Below:

LIMOUSINE 1935 25hp Park Ward, swept tail, leather throughout, partition, £1,365. Also

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LIMOUSINE 1936 (Sept.) 25hp Windover, partition, wide forward occasionals, recent Works overhaul, £1,585.

LIMOUSINE 1937 (February) 30hp Park Ward, forward occasionals, partition, low mileage, nice order.

LIMOUSINE 8,000 miles, 1937, 30hp Thrupp, swept tail, forward occasionals, partition, black, spotless condition.

LIMOUSINE Wraith, August 1939, Park Ward, partition, leather upholstery, 41,000, swept tail, delightful condition. Seen:—

ALPE & SAUNDERS, Ltd., always purchase Rolls-Royce, Providence Court, North Audley Street, Mayfair-2941. [6234

1932 (June) Rolls-Royce 20/25hp sports saloon by H. J. Mulliner, four-door, 4-light, sliding roof, metallic grey, with light blue leather upholstery; £665.

DEFERRED terms and part exchange facilities.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [5187

1928 Rolls-Royce 21hp pale blue limousine, leather upholstered, Reg. No. YU 8517, good running order; for sale by auction at "Sandfels," Reigate, on Feb. 15th, by

HAMPTON & SONS, Ltd., 6, Arlington St., St. James's, S.W.1, from whom full details can be obtained. [6004

CENTRAL GARAGE ((CROYDON), offer Rolls-Royce 20/25 utility, body alone cost £1,500, complete engine overhaul by Rolls, not yet run-in; £1,850.—Central Garage, Croydon 7462. [5600

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"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20/25hp owner driver saloon, by Hooper, colour black, cloth upholstery, fitted two spares, one owner only since 1936, as new throughout; £1,195.

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1931 40/50 Rolls all-weather tourer, glass wind-up windows, 2 spares, new hood and battery and generally in fine condition; price £425.—E. Hutchison, Headley Grove, Epsom. Headley 14. [5175

1932 Rolls-Royce Hooper 7-passenger limousine, face forward seats, synchromesh, two private owners genuine 76,000 miles.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4070

1927 Rolls 20 Barker limousine, in immaculate condition throughout, one owner, genuine low mileage (under 60,000); £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6384

CASS'S MOTOR MART.—1936 Rolls-Royce Phantom III H. J. Mulliner Sedanca, 7-passenger, face forward occasionals, superb condition; £2,100; written guarantee.—5, Warren St., W.1. Euston 4110. [5657

ROLLS-ROYCE Phantom III, 70,000 miles, tappet conversion carried out recently Hooper double enclosed limousine; £1,985.—8, Cranley Mews, S.W.7. (2 minutes South Kensington Underground). Kensington 8695. [5675

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1923 Silver Ghost Rolls-Royce chassis, in excellent mechanical order throughout, completely original with bonnet, scuttle, dashboard, front mudguards and 4 wheels and tires; £95.—Lees House, Yalding, Kent. Tel. Hunton 65233. [6520

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December, 1948, genuine mileage 13,500, condition throughout indistinguishable from new; £5,950.

W. F. MAIDENS, Sleaford, Linco. Tel. 135. [5278

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SGOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 0060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

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TO Roll-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

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A&S always purchase 25-30hp Saloons with boot, also foursome coupes.

A&S urgently need Phantom II, also Phantom III Saloons and Limousines, prompt attention assured.—Alpe and Saunders, Providence Court, North Audley Street, Mayfair-2941. [4500

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THE BASINGSTOKE MOTOR Co., Ltd., purchase pre-war Rolls-Royce cars.—By-pass Rd., Basingstoke.

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WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

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ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars. Tel. Northampton 907. [0819

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B. J. HUNTER, Ltd., offer:—

1947 Rover 10hp saloon, fitted radio, heater, seat covers, positively superb condition; £975.

B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [2097

1940 Rover 10 sportsmans saloon, excellent condition; £625.

PETER BANTOCK CAR SALES, 106, High Rd., Chiswick, W.4. Chiswick 2725-5870. [6345

195gns.—Rover 10, 1934, de luxe 4-door saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6572

ROVER 12

DICKS.

1938 Rover 12 saloon, ready for use; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [6512

CAR MART, Ltd.

1946 Rover 12hp saloon, six months' guarantee; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6365

MONTROE MOTORS offer:—

1937 Rover 12 saloon, blue; £450.

1938 Rover 12 saloon, black; £495.

1946 Rover 12 saloon; £845.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6490

1947 Rover 12hp 6-light saloon, grey, blue leather upholstery, moderate mileage; £995, hire purchase and exchanges arranged.

GOLLY'S GARAGE, Earls Court Rd., S.W.5. Fro. 0063. [3067

GATEHOUSE offer 1937 Rover 12hp saloon, in excellent condition; £425.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5300

1947 (December) Rover 12hp saloon, beige, brown leather; £885.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5322

1948 model Rover 12hp saloon, grey with red, H.M.V. radio, outstanding condition throughout; £1,075.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [6175

1947 Rover 12 saloon, green with green leather, one owner, low mileage, fitted H.M.V. radio and heater, whole car is immaculate and in superb mechanical order; £995.

GRAYS CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [5009

1940 model Rover 12, superb condition throughout, appearance, etc., same as 1946; £595; A.A. or R.A.C. examination, any trial; terms, exchanges.—Slater's Garage, Abergele, Denbighshire. [6043

ROVER 12hp six-light saloon, 1937-8, unblemished coachwork and interior, mech. sound; £465, terms, etc.—Midland Motor Co., Traffic St., Derby. Tel. 40124 Becketwell; open till 8 p.m. daily, Sun. till 5 p.m. [6384

1946 Rover 12hp 6-light de luxe saloon, finished black with brown hide upholstery, fitted heater and radio, maintained regardless of cost by fastidious Rover owner; always serviced at Rover works; £1,025.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4501. [6734

1938 Rover 12 6-light saloon, black, engine completely reconditioned, clutch overhauled, brakes relined, body paintwork and interior in good condition, £540; also a 1938 Rover 12 sports saloon, in excellent condition; £495.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [3687

595gns.—Rover 12, 1939, 4-door sports saloon, black, sliding head, blue leather; terms, exchanges; fully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6573

NAYLOR & ROOT, Ltd., 1947 Rover 12 de luxe saloon, black, green hide, radio and heater, low mileage; £975, 6 months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [6469

ROVER 14

NEWNHAMS, Ltd.

1939 Rover 14 saloon, blue with blue leather, splendid condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4356

MONTROE MOTORS offer:—

1937 Rover 14 saloon, black; £450.

1937 Rover 14 saloon, reconditioned engine; £525.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6491

1937 Rover 14, immaculate, black with green leather upholstery; £435.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [6511

£265.—1935 Rover 14 sports saloon.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5490. [6542

239gns.—1936 Rover 14 sports saloon, good condition.—Autosnips, 5, Balham Hill Rd., Balham 1509. [6710

1936 Rover 14, immaculate; £350.—Barnes, 315, Finchley Rd., Hampstead, N.W.3. Hampstead 2221. Mai. 1627. [6092

ROVER 14

1939 Rover 14, a splendid car; £595.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6457

1946 (July) Rover 14 saloon, one owner, 25,000 miles, immaculate; £950.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6230

£375.—1937 Rover 14 de luxe, one owner; a bargain.—G. P. (Balham), Ltd., 2a, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bal. 1107-8-9. [4036

CASS'S MOTOR MART.—1939 Rover 14 saloon, maroon, just overhauled and recellulosed at cost of over £200, written guarantee.—5, Warren St., W.1. Euston 4110. [2838

£265.—Rover 14 saloon, 1935, guaranteed; 1933 14 sportsmans saloon, guaranteed, £195; payments.—Oldfield, 336, Kensington High St., W.14. Western 6631. [6473

895gns.—Rover 14, October, 1946, de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6574

£743.—Rover 14 de luxe saloon, bodywork literally like brand new, interior excellent, chassis 100%; this vehicle is up to Lambs usual Rovers, it looks like a 1948 model and performs like it; you must see it! The finest example we have ever had; also choice 8 other Rovers; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6798

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PALMERS MOTORS, Ltd.

1938 Rover 16 sports saloon, excellent condition; £495; exchanges and terms.—65, York St., Twickenham. Popesgrove 1890. [4655

1947 Rover 16 saloon, low mileage, spotless car; £1,025.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham. Pollards 2100. [6391

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd., Northampton. Tel. Northampton 4540.

1938 Rover 16 saloon, 2 owners only since new, superb condition; £565; terms, exchanges.—Witham Motors, Ltd., 78, Balham Hill, S.W.12. Battersea 3280-3769. [6755

1939 Rover 16 sports saloon, fitted radio, excellent mechanical condition, gift; 465gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [5635

ROVER 60 & 75

TICKFORD, Ltd., offer:—

1949 (Dec.) Rover P4 sal., speedo. reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

1948 Rover 75 sports sal., 10,000 miles, green/green leather, radio, heater, as new.

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8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6111

TOM GARNER, Ltd., offer:—

1949 Rover 75 P3 saloon, black, with red leather, radio and heater, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9065-6. [6097

LEX GARAGES, Ltd., offer:—

1950 (registered 18/5/50) Rover P4 saloon, blue, with blue leather upholstery, heater, low mileage, one owner and chauffeur maintained since new, in immaculate condition throughout; £1,995.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8000 [6009

ROVER P4, delivery mileage, radio, heater; offers to.—Box 5652. [6761

CAMDEN MOTORS.—Rover 75 sports saloon, 1949, beige with red leather, beautiful condition, one owner only; £1,395.

CAMDEN MOTORS.—Rover 75 1950 P4 model, latest production type, black, red leather, H.M.V. radio, heater, nylon covers, very small mileage; £1,995.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday-Saturday. [6846

1950 Rover 75 P.4 saloon, 5,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 3525-6. [6338

ROVER 75 P4, Oct., 1950, black and red, loose covers, 9,000 miles, one experienced driver, immaculate; £2,150.—Harris-Mayes & Co., Watford 4026. [6319

1948 Rover 75 6-light saloon, superb; £1,355.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6458

1948 (June) Rover 75 saloon, black with red leather, one owner, excellent condition throughout; £1,395.—Dobsons, Ltd., Rover Agents, Staines, Middx. Tel. 801. [4546

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EVANS (WIMBLEDON), Ltd., offer:—

A SELECTION of high-grade used Land-Rovers with 3 months' specific guarantee; prices from £595.—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4 [4089

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1950 (Nov.) Land-Rover, 7,000 miles, with optional drive to front wheels.

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THE above are examples from the finest stock of reconditioned, guaranteed Land-Rovers and ancillary equipment in the country; 15 to 20 always in stock.

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1949 Land-Rover, low mileage; £585.—Roys Autos, Ltd., 127, Parkway, N.W.1. Euston 2700 [4936

LAND-ROVER

LAND-ROVER, 1950, used on road only, condition practically equal to new; £595.—Pavilion Garage, Brigg Rd., Scunthorpe. Tel. 3834. [5725

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LAND-ROVER in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2290

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [6868

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HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0089

1947 Rover 16 saloon, black, low mileage; £1,080.

1947 Rover 12 saloon, black; £1,080; exchanges considered.—"Lingwood," Upper Bassett Ave., Southampton. Tel. 68851 [5330

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

CAMDEN MOTORS.—Rover 10hp 4-door saloon, 1939, full de luxe model, similar to post-war series, fitted twin passlights, windtone horns, practically new Avons; £595.

CAMDEN MOTORS.—Rover 10hp close coupled sportsman's saloon, 1939, the scarce model with the most attractive body lines, built-in rear boot, disc type wheels, etc., fine performance; £645.

CAMDEN MOTORS.—Rover 10hp 4-door saloon, 1940 (late registration), Rover green, beautiful condition, in first-class order, looks and runs like a 1947 model; £645.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1939, 4-light model with discs, seat covers, etc., original dark blue coachwork in really nice order; £545.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1940, identical to the 1946 series, sound coachwork, excellent tyres, typical Rover performance; £595.

CAMDEN MOTORS.—Rover 14hp sports 4-light saloon, 1935, particularly attractive example of this series, excellent metallic grey coachwork, blue leather interior, fitted sun roof, discs, etc., usual Rover reliability; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1938, all features, similar to post-war series, immaculate coachwork, leather interior, fitted special twin spotlights, nearly new Dunlops; £525.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, fitted radio and seat covers, original coachwork, good leather interior and recently overhauled; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1947, black-grey, fitted heater, tartan loose covers, very sparingly and carefully used, immaculate condition; £965.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1948, a really immaculate example in Rover green, fitted heater, nylon seat covers, etc., recorded mileage 17,100 only; £1,095.

CAMDEN MOTORS.—Rover 75, see our separate advert under Rover 75.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday-Saturday. [6845

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0962

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Rovers (1937 onwards).—Wembley 8801/3905 [077?

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Cars Wanted

AS new post-war Rover required.—Fortune, 5, Blue Coat, Kingston Hill, Surrey. Tulse Hill 1288 (day).

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0659

P 4 saloon wanted; must be as new, private buyer would sign Covenant.—Turner, Palmers Green. [4505

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Rover retailers, require cars in first-class condition.—Mayfair 5242. [0616

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 9623.

TICKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2, will purchase low mileage post-war Rover cars. Temple Bar 3338. [6117

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

PRE-WAR Rover 10 and 12hp cars required by Midland Motor Co. (Bedford), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [0018

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester. 8. Tel. Blackfriars 2302. [0555

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RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Singer 4-str. Roadster, repraved, engine overhauled, excellent tyres, new hood and full all-weather equipment, 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Top price in part exchange on your present motor cycle or car. Unique 3 months' written guarantee. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [6741

LEX GARAGES, Ltd., offer:—

1949 Singer 1500 saloon, 1950 features, blue with blue upholstery, fitted loose covers, heater, 5,900 miles, £385.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [6010

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £720.—D. J. Shepherd & Co. (Enfield), Ltd., 235, Hertford Rd., Enfield. Howard 1631. [8252

MEBES & MEBES, Ltd. (Est. 1885), offer:—

1946 (May) Singer Super 10hp de luxe saloon, black, brown hide upholstery, disc wheels, other extras, coachwork, mechanical condition and tyres excellent; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [5364

1950 S.M. 1500, 9,000 miles, real leather; £975.—Roys Autos, Ltd., 127, Parkway, N.W.1. Euston 2700.

1947 Singer 10 saloon, black, one owner since new, immaculate; £625.—Hendon Central Garage, Hendon 1423. [1969

1951 4A.B. Singer Roadster, 6,000 miles, as new; £600, subject to B.M.T.A. consent.—D. Scott, Bowyers Place, Liss, Hants. Liss 19. [6658

1947 Singer 10 saloon, exceptional condition; £585.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [6459

SINGER S.M. 1500 saloon, first registered October 1949, with 1950 features, speedo reading 6,800 miles, this car is as near perfection as any used car can be; £975.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [9698

895gns.—Singer 1500, October 1949, 4-door saloon, fawn, fawn leather, one careful owner, 15,000 miles, exceptional condition; terms, exchanges.—Rowland Smith, below.

525gns.—Singer Super 10, December 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6575

1936 Singer Bantam, clean and smart, mechanically very good, over 40 miles per gall., taxed; £250 or near.—Husband, Julian's, Rushden, Buntingford, Herts.

MANCHESTER, South Lancashire, North Cheshire, specialized sales, service and spares facilities.—Parkers Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0399

SINGER

1950 S.M. 1500 saloon, black beige leather, fitted heater, 5,700 miles; £1,075; a choice of selected Singer cars always in stock.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0012. [6602

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ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

SINGER 10 in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2088. [2292

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Singers (1937 onwards).—Wembley 8691/3903. [0777

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 46091-2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialized service.—Central Buildings, North St., Guildford. Tel. 2274-5-6

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

SIMMONS (MAYFAIR).

GROSVENOR 2635.

INVICTA Black Prince Autocrat twin overhead camshaft 3-litre Aerolite de luxe saloon, fitted every conceivable luxury and extra; we have scrapped the torque-converter (sic!) on this Invicta and fitted a manual 4-speed Jaguar box giving a scintillatingly brilliant performance throughout the complete range; as an outstanding example of British craftmanship and coachwork, this marque can have few parallels; originally cost £3,850; this Invicta presents an outstanding opportunity for the enthusiast to obtain a post-war vehicle comparable with any at an entirely disproportionate figure.

FRAZER NASH-B.M.W. type 319 2-litre foursome drop head coupe, recently recellulosed and in very sound condition throughout, a B.M.W. comparable to any; £350.

M.G. TC, 1949, red, 10,000 miles only, spot, twin Melotones, luggage grid and other extras; £735.

ASTON MARTIN Mark II 4-seater tourer, requires re-spray and minor mechanical attention; £595.

ALFA-ROMEO 1,750cc twin cam blown Zagato. Ten Million series, in superb mint condition from rad. to fishtail.

HISPANO SUIZA 1937 37.2 sports sedanca de ville limousine by Saoutchik of Paris, face-forward occasionals; this extremely desirable vehicle has been completely mechanically rebuilt by us at a cost of over £200; the coachwork is comparable both in line and finish to any post-war limousine on the road to-day.

FURTHER particulars of all the above will be forwarded upon enquiry:—

OFFICE, 12, Rex Place, Park Lane, Mayfair, W.1.

GROSVENOR 2635. [6769

BLAKES,

THE Northern Sport and

RACING Car Specialists,

BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co. Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [5369

MERCURY offer:—

£425—M.G. T.A. 1939 Tickford d.h. coupe, red, new hood, very good condition.

£385—M.G. T.A. 1939 2-str., green and red, excellent runner.

£375—M.G. T.A. 1938 2-str., red, new hood and tonneau, nice car.

£325—Morgan 4/4 1936 4-str., red, new hood and tonneau, fast car.

£275—M.G. P.A. 1934 4-str., green, new hood tonneau, smart car.

£255—Singer 9 Le Mans 1934 2-str., resprayed green, new hood and tonneau.

£245—Singer 1½ Le Mans 1934 4-str., green and red, new hood and tonneau, fast.

£145—Singer 9 Le Mans type saloon, green, fair runner.

TERMS or exchanges on any car with pleasure.

CHOICE of over a dozen sports cars to choose from.

MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [6522

SPRINGBOK MOTORS offer:—

1936 Riley Kestrel, fitted special 66K engine, twin carburettors, mechanically excellent, 40 mpg; £295.

1940 Renault 12hp, in most immaculate condition, genuine 50mpg, cannot be mechanically faulted; £365.

JENSEN bodied V8 4-seater tourer, resplendent, in red and chrome, really good order, to clear; £195.

E.W. WOLSELEY "Daytona" 4-seater sports, spot-on mechanically; £185.

1935 Ford 2-seater with dicker, f.w.d., left-hand steering, £10 tax; £90.

1935 Riley Falcon 12hp, potent bit of machinery, smart, clean, 4-door saloon; £195.

VARIOUS others in stock; we urgently require Riley Merlins; terms on all above vehicles.

SPRINGBOK MOTORS, 141-143, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5740. [6227

SPORTS CARS

CAMDEN MOTORS offer:

M.G. Midget T.C. 2-seater, 1948.

M.G. Midget T.C. 2-str., 1947.

M.G. Midget T.B. d.h. coupe, 1940.

M.G. Midget T.A. 2-seater, 1939.

M.G. Midget P.A. 2-seater, 1935.

M.G. 1½-litre 12hp sports, 1936.

M.G. 1½-litre 12hp sports, 1937.

M.G. 2-litre d.h. coupe, 1938.

M.G. 2-litre sports saloon, 1938.

M.G. 2-litre sports saloon, 1939.

M.G. 2.6-litre sports saloon, 1940.

ALLARD 2-str. roadster, 1948.

ALLARD foursome d.h. coupe, 1949

ALLARD saloon, 6,000 miles, 1950.

RILEY 1½-litre 12 Kestrel, 1937.

RILEY 1½ Kestrel Sprite, 1937.

RILEY 1½ Kestrel, one owner, 1937.

RILEY 1½ foursome d.h. coupe, 1939.

RILEY 16/4 Kestrel, £120 bills, 1938.

RILEY 16/4 Kestrel, one owner, 1940.

B.M.W. 2-litre sports saloon, 1939.

ASTON MARTIN 2-litre sports saloon, 1939.

LAGONDA 10hp sports 4-seater, 1935.

LAGONDA 4½-litre sports saloon, 1936.

LAGONDA V12 short chassis saloon, 1939.

LEA-FRANCIS 14 sports 4-str., 1948.

JAGUAR 100, outside exhausts, 1937.

JAGUAR 100, one owner since new, 1939.

HEALEY Silverstone, 6,000 miles, 1950.

MORGAN 4/4 d/h coupe, 1948.

RAILTON 8/8 open 4-str., 1935.

RAILTON open 4-str., bills, 1938.

RAILTON St./8 sports saloon, 1936.

SINGER 9 sports 4-str., 1939.

SINGER 9 sports 4-str., 1946.

SINGER 9 sports 4-str., 1947.

B.S.A. 10 f.w.d. 2-str., 1938.

B.S.A. 10 f.w.d. 4-str., 1939.

FOR details of prices of the above call, write or 'phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041, 5 lines. [6611

B. & G. MOTORS offer:—

£165—Wolseley Hornet 12hp Daytona type 2/4-seater, green, twin carbs., knock-on wheels, new tyre, show on a bed hot above.

£135—Riley 9 Special Sports open 4-seater, knock-on wheels, slab tank, fold flat windscreen, etc., very fast.

£135—Standard Avon Special 10hp open sports 4-seater, a very sound and pretty little car, now strung with 18.

£135—Hillman 10 open sports 4-seater, red, again a small and attractive carriage, sound hood, etc.

£115—Riley 9 sports saloon, twin carburettor, special series engine, in beautiful mechanical order, fast, and keeps the rain off your spats.

£79—Morris 8 open 2-seater, 4-speed gear box, good hood, screens, tyres and battery; ideal present for your pussy or even to keep yourself.

MANY others, terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3570. [6617

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters far above average condition; please telephone for details of current stock, including:—

ALLARD, 1946, 2-seater, ex-Appleton.

ARMSTRONG SIDDELEY, 1936, 17hp 2-door sportsman's saloon, works reconditioned mechanically, including gear box.

BENTLEY, 1928, 4½-litre Vanden Plas tourer.

BENTLEY 1931 4½-litre coupe de ville, D box blower, crank.

LAGONDA, 1930, 2-litre tourer.

LAGONDA, 1932, 16/80 saloon.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [5921

ACLAND & TABOR, Ltd., Welwyn 481, offer, with three months' guarantee:—

1950 Lester M.G., 4,000 miles only, ready for road or race, racing history available enquiries invited. [6478

S.S.100 1937 2½-litre, excellent body and engine, many extras, new hood and side curtains, six good tyres, £550 or offers.—Box 6562. [6015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

ROWLAND SMITH'S for Sports Cars.

495 gns.—Aston Martin, 1934 (registered 1937), 1½-litre short chassis Le Mans 2/4-seater, red, red leather, Arnott supercharger, outside exhaust, large rear tank, cycle-type wings, standard and racing screens, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. 1938 model, 1½-litre special, sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6580

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middx. Ealing 8841 (4 lines).

ONLY three minutes from Northfields Tube Station, Piccadilly or District line.

THE Biggest and Best Selection of Sports and touring cars in the country.

ALL cars over £150 are offered with our 3 months' written guarantee.

R.A.C. Repairers. A.A. Garage; Member M.A.A. Specialised Repairs. Modern Service Station.

ALLARD J2, 15,000 miles, 1950 (May), £1,100; Allard d/h foursome, 1949; £795.

ALVIS Silver Eagle 17hp, one of the original "beetle-backs," 2/3-seater, 1931, £150.

ALVIS Silver Eagle 17hp d/h, 1930, £125; Austin 10 d/h foursome, 1935, £225.

ARMSTRONG Siddeley Special, 30hp V.D.P. tourer, reconditioned throughout, 1935; £225.

BENTLEY 3-litre tourer by Vanden Plas, 100 mph engine, 4½-litre chassis, 1930; £345.

BENTLEY 4½-litre Blower, V.D.P. tourer, rebuilt throughout, magnificent car, 1931; £495.

DELAGE 2½-litre, Type D.8.15, 4 carbs., Scintilla, streamlined saloon by Fernandez, 1934; £325.

FIAT 1½-litre pillarless saloon, faultless, 1937, £425; Fiat 500 cabriolet, 1939, £295.

FRAZER NASH-B.M.W. 319 d/h 2-seater, 1938, £385; F.N. 12hp Anzani 2-seater, 1926; £125.

FORD V.8 model 01A saloon, 1940, £375; Ford V.8, model 91A, drop head, 1939, £475.

FORD V.8, model 68 de luxe saloon, 1936, £195; Ford 10 tourer, 1936, £245.

HEALEY 2½-litre type B, fully modified 2-seater, attractive lines, 1948; £785.

HOTCHKISS Paris-Nice drop head foursome, very genuine car, 1937; £675.

LAGONDA 4½-litre d/h foursome by Freestone and Webb, radio, new hood, spotless, 1934; £425.

LAGONDA 4½-litre pillarless saloon, 1934, £195; Lagonda 3-litre tourer, exceptional car, 1932, £265.

M.G.—See biggest selection ever, under "M.G."

MORRIS MINOR de luxe saloon, 1949, £765; Morris 8 tourer, 1937, £255.

PACKARD 30hp d/h foursome, spotless, 1938, £585; Packard Super 8, f.f. limousine, 1930, £125.

RILEY 2½-litre roadster, green, August, 1950, 15,000 miles, one owner; £1,350.

RILEY 9 Monaco saloon, manual box, 1934, £175; Lincoln-Zephyr saloon, 1937, £195.

S.S. 100 2½-litre competition 2-seater, checked throughout, spotless, 1940; £495.

S.S. 90 2-seater, checked throughout, new hood, tyres, spotless, 1935, £345.

STUDEBAKER, 26hp d/h with dickey, 1935, £185; Standard Avon 16hp saloon, 1931, £75.

TALBOT 10 d/h foursome, 1937, £295; Vauxhall 14 DX model saloon, 1937, £275.

TALBOT 75 18hp saloon, manual box, 1937, £245; Talbot 18 d/h foursome, 1933, £95.

TRIUMPH Dolomite 14hp drop head foursome, choice of two, 1939 and 1938; £450, £395. [6706

F.55 1939 sports saloon, f.w.d., i.r.s., i.f.s., ideal components for special builder; further partics. s.a.e.—J. Ross, Inkberrow, Worcester. [6679

POTTER, RICHARDS & CARR offer choice of Allard, Alvis, Rover, Rolls-Royce, Renault, Javelin, Citroen, Talbot, Bugatti, Hotchkiss, Alfa-Romeo H.R.G.

ATTRACTIVE prices; part exchanges, h.p. terms.

FOR details, Tel. Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [5508

FIAT Balilla sports 2-seater, alloy bonnet, outside exhaust, T.T. guards, Fram, new hood, excellent condition; £225.—Antell, The Bothy, Brookmans Park Golf Club, Herts. [6127

'31 blower 4½ Bentley drop head, latest series, total mileage 50,000, recent rebuild, immaculate specimen in every way; £550 or nearest offer.—Wallington 7114 (Surrey). [6682

1933 model Invicta 1½-litre 4-seater, recent complete overhaul, new hood, sidescreens, battery; £215; alternatively part exchange for drop head or interesting saloon.—Box 6847. [6704

ALTON GARAGE, of Paddington, are clearing many part-exchanged "other makes" at ridiculous prices and can offer easy terms from as little as £25 down; please 'phone or call for current list.—17-19, Brook Mews North, W.2. Pad. 3952. [6392

£100—Lea-Francis twin ohc open 2/4-seater, excellent tyres, £10 tax; Standard Avon tourer, 1932, good mechanical condition, £90; Nash 29hp drop head coupe, 1932, £85.—Richards & Brown, Ringers Rd. (off High St.) Bromley, Kent. Ravensbourne 6479 & 0191. [6788

CHILTERN CARS offer Gran Turismo supercharged 1,750cc Alfa-Romeo Castagna drop head coupe; 17/95 Gran Sport Alfa-Romeo 2-seater; 1951 Dyna Panhard utility; 1938 Ford 30hp V.8 shooting brake; type 327/80 Frazer Nash-B.M.W. foursome drop head coupe; K.3 M.G. Magnette; T type M.G. 2-seater; choice of two Riley Imps, one fitted with Sprite engine, manual close ratio gear box and high axle ratio Brooklands Riley; 1,100cc ex-Brooklands racing Singer, now converted to road 2-seater; 1936 Studebaker Dictator saloon; special Talbot 105 2-seater; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2080. [6353

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R

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8841.) [2270

SIMMONS (of Mayfair) would be obliged by the offer of any well conditioned sports cars for immediate cash.—All enquiries to Head Office, 12, Sex Place, Park Lane W.1. Tel. Grosvenor 2635. [5559

Sports Cars, Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

A SPECIALISED service offered to racing and sports car owners. For better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (copperised) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 45818. [0185

SPECIAL with Moss axle and gear box, also S.S.1 fitted with light truck body, suitable for conversion, also Hudson Straight Eight engine, also Model T Ford radiator, also single-seater and two-seater bodies for Special; the lot or separate cheap; owner going abroad.—Sprague, Gravel Hill, Kington, Herefordshire. [6685

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY the hire purchase specialists.

1948 Standard 8 drop head foursome coupe, finished grey with blue leather upholstery, low mileage, one owner; 549gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [6740

B. J. HUNTER, Ltd., offer:—

1947 Standard 8 saloon, one owner, nearly as new £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6805. [5...

1946 Standard 8 sal., black/brown, ex. cond., 18,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6113

1948 Standard 8 saloon, spotless in all respects; £575; also

1946 Standard 8 tourer, as new; £420.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham. Pollards 2100. [6588

1947 Standard 8 coupe.—Autowork, Ltd., Winchester. Winchester 4834. [6103

DROP head foursome coupe, 8hp Standard 1948, black, spotless condition; £495; also 12hp, do.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [6035

1946 Standard 8 tourer, fitted new hood, recellulosed grey, smart appearance; £499.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5850

1939 & '40 Standard 8 saloons; £295.—A.Z Motors, Palmerston Rd., N.W.6. Mai. 4723/33.

1947 Standard 8hp saloon de luxe, black, brown interior, genuine car in every respect; £450.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [6307

L. F. DOVE offer 1946 Standard 8 saloon, exceptional condition £495.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6786

1948 Standard 8 4-seater tourer; £495.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8635. [3375

1948 Standard 8 tourer, black, leather upholstery, new condition; £550.—Hendon Central Garage, Hendon 1423. [1990

1947 Standard 8 saloon, grey, blue leather, excellent condition; £475.—Hendon Central Garage, Hendon 1423. [1987

1939 Standard 8 sun saloon, grey, blue upholstery; £360.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [4230

£345—Standard 8 drop head coupe, black, good condition throughout.—M.B Motors, 336, New Cross Rd., London, S.E.4. Tideway 5779. [6253

£335—1940 Standard 8 de luxe saloon, black, recellulosed, very genuine car, in exceptional condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2180

1939 Standard 8 saloon, black with brown upholstery, original cellulose, carpets, headlining good, very carefully used; £395.—Lawson Pigott Motors Ltd. (Vauxhall Dealers), 184-6, East Barnet Rd., New Barnet. Barnet 2353. [5639

445 gns.—Standard 8, Sept. 1946, foursome drop head coupe grey, blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6576

1939 Standard 8 saloon, beige with brown leather upholstery, good bodywork, good interior, mechanically absolutely perfect; £365.—Lawson Pigott Motors, Ltd., 330, King St., Hammersmith, W.6. Riverside 4111 and 4061. [6286

MARCH 1947 Standard 8hp de luxe saloon, black, with brown leather, just entirely reconditioned in our own works and fitted with complete set of new tyres; a most economical small car in much above average condition, one owner since new; £535.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6722

STANDARD 9

1938 Standard 9, 4 new tyres, splendid condition; £345.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 8415. [5570

WALTER SCOTT, Ltd.—Late 1939 Standard 9 de luxe saloon, grey, exceptional condition; £395; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [5302

MARBLE ARCH MOTORS, High St., Watford, offer 1936 Standard 9 2-door saloon in exceptional condition throughout, battery and tyres as new, one owner only, bargain at £250.—Tel. Watford 4491. [6249

STANDARD 10

FLYING Standard 10hp 4-door saloon, 1937 (August), outstanding condition, small mileage since comprehensive overhaul, new tyres, battery; £350 or offer.—Emberbrook 4724. [6721

STANDARD 12

CAR MART, Ltd.

1948 Standard 12hp saloon, radio, 10,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6362

C & S MOTORS offer:—

£79 deposit or £249.—1938 Flying Standard 12 saloon, good appearance, excellent mechanical condition, upholstery needs attention, three months' guarantee.—Dudden Hill Lane, Neasden. Gladstone 8605-6. [6479

C.M.I. CAR SALES (Pri. 6625) offer:—

1939 Standard 12 4-door saloon, very excellent condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [2695

1947 Standard 12hp saloon, colour black, excellent condition; £685.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tels 181 and 182. [4128

1947 Standard 12 de luxe 4-cyl. saloon, black, with brown leather, genuine 26,000 miles since new, supplied and serviced by us, one private owner; £685.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6725

WALTER SCOTT, Ltd.—Late 1948 Standard 12 coupe, grey, exceptional condition, one owner; £775.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [5303

1939 Standard Super 12 d.h. saloon, black, brown leather, spotless interior, chrome as new, Windtones, passlights, new battery, good tyres, equal to post-war car, 32 m.p.g.; £475, bargain.—Barnard, 12, Brook Rd., Brentford. Ealing 8835. [6661

295 gns.—Standard Flying 12, 1938 model, de luxe 4-door saloon, black, sliding head, fawn leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6577

STANDARD 14

STANDARD 14 saloon 1948, one owner, immaculate, low mileage; £745.—Bell's Service Garages, 29, Roehampton Vale, Putney 5029. [6007

1948 Standard 14 saloon, one owner, genuine low mileage; £795; terms, exchanges.—Witham Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280-3760. [6754

1947 Standard 14hp saloon, black, fawn upholstery, one owner; £695.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1231

1948 (August) Standard 14 de luxe saloon, 24,000 miles, black with red leather, one owner since new, exceptional opportunity; £750.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5091

1948 Standard 14 de luxe saloon, grey, with blue hide upholstery, supplied and serviced by us since new, meticulously maintained by enthusiast, entire car in superb order throughout; £895.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6724

1948 Standard 14 foursome drop head coupe, black with red leather, 16,000 miles only, in 1950 showroom condition throughout; £750.—Bell's Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. [5609

STANDARD VANGUARD

DICKS.

1949 Vanguard saloon, fitted radio and heater; £925.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6898-9. [1743

COACHCRAFT offer:—

1949 Vanguard saloon, leather, heater, radio, one private owner, 20,000 miles, exceptionally clean car £850 (no offers); terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6345

BASIL ROY, Ltd., offer:—

1949 Vanguard saloon, black, heater, one owner, small mileage, excellent condition; £850.—Basil Roy, Ltd., 17-18, Wigmore Place, W.1. Tel. Langham 7733. [6245

CARR'S AUTO SALES offer:—

VANGUARD saloon, fitted leather and heater, 1949; £850.

VANGUARD saloon, fitted leather and heater, 1950; £1,095.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6085-9. [6008

SAUL & SLATTER, Ltd., offer:—

1949 Standard Vanguard saloon, black, leather, heater, in excellent condition throughout; £865.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1306/7173. [6764

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard saloon, grey, 10,000 miles, heater.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6466

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard, grey, grey leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6792

1949 Vanguard, bronze, red leather, nominal mileage; £875.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Two minutes from Clapham North Underground. Tel. Macaulay 2711 and 2212. [6238

1949 Vanguard, resprayed, heater, one owner; £825.—Lewes Motors, Ltd., Lewes, Sussex. [6308

1950 Standard Vanguard saloon, 4,000 miles.—Autowork, Ltd., Winchester. Winchester 4834. [6101

1950 Standard Vanguard saloon, green, 14,000 miles, several extras; £960; hire purchase and exchanges arranged.

GOLLY'S GARAGE, Earls Court Rd., S.W.5. Fro. 0063. [5265

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, choice of 3 from £975.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6626

1950 (Oct.) Standard Vanguard saloon, Comet blue with red leather, heater, 8,000 miles, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6329

1950 Standard Vanguard saloon, mileage 5,000, black, red leather, heater.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6522

1950 Vanguard saloon, black, radio, heater, leather, 10,000 miles; £1,075.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [6597

VANGUARD saloon, late 1949, low mileage, heater, leather upholstery, excellent condition; £895.—Bell's Service Garages, 29, Roehampton Vale, Putney 5029. [6006

1949 Vanguard saloon, in really first-class condition, leather upholstery, radio and heater; £875.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [6595

850gns.—Standard Vanguard, February 1949, saloon, black, H.M.V radio, heater, loose covers, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6578

MARBLE ARCH MOTORS, High St., Watford, offer 1949 Standard Vanguard saloon mileage only 9,900, condition and appearance as new, colour beige with rust cord and brown leatherette trim, radio and heater, fully guaranteed; £1,055.—Tel. Watford 4491. [6248

STANDARD MISCELLANEOUS

SALES, service, spares

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro 6088-9. [0052

JACK ROSE, Ltd., offer:—

1948 Standard drop head foursome coupe in black, a beautiful car, tyres, upholstery, paintwork, hood, etc., exceptional; open to any report or examination; £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington, Surrey, 6677-8. [3301

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.
R
S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AS new, post-war Standard required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0751

CASH immediately for good Standard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6425

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

STANDARD 10 or medium hp in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2291

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 3051. [6929

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 2882-3-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's Ltd. (Woodford, Essex.) Slough House, 16, Berkeley St., W.1. [6071

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1201

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9 [0367

Standard Spares and Service

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908 9. [0002

STUDEBAKER

OVERSEAS CARS, Ltd.

1947 26 Studebaker Champion saloon, radio, 19,810 miles, excellent throughout; £1,750.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [5729

SIMPSON'S MOTORS (Phone Wembley 8691 or 3903) offer:—

1948 Studebaker convertible; full list see "American Cars."—Simpson's Motors (Wembley), Ltd. [3365

£150—Dictator 1934, excellent order, taxed for year; offers welcome.—Stern, Laboratory, Adie Rd., W.6. Riverside 3347. [0677

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Studebakers (1937 onwards).—Wembley 8691/3903. [0673

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0315

SUNBEAM-TALBOT

DICKS.

1940 Sunbeam-Talbot 2-litre sports saloon, immaculate condition, just overhauled; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2691

BROOKLANDS.

1950 series Sunbeam-Talbot 80 saloon, speedometer reading 4,000.

103, New Bond St., London, W.1. Mayfair 8351-6. [5740

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, 6,000 miles; £1,145.

1950 Sunbeam-Talbot 80 saloon, 11,000 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6363

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, black, red leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6793

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Winchester 4834. [6102

SUNBEAM-TALBOT 80, 1949 model, black.—Mrs. Lowden, Upper Flat, Ardmore, 327, Perth Rd., Dundee. Tel. 68790. [6336

CENTRAL GARAGES (CROYDON) offer 1950 Sunbeam-Talbot 80 saloon, immaculate; £1,075.—Central Garage, Croydon 7464. [5603

1939 Sunbeam-Talbot 10 saloon, black, brown, new engine, immaculate; £575.—Bucks Motor Co. Aylesbury 164. [6415

1950 series Sunbeam-Talbot 80 saloon, as new, one owner.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146.

1950 (Nov.) Sunbeam-Talbot 90 saloon, black, heater, low mileage; £1,175.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [6598

1951 model (reg. Nov. '50) Sunbeam-Talbot 90 saloon, 2¼-litre engine, mileage 10,000, fitted heater, immaculate condition; £1,375.—J. Rawson & Sons, Ltd., Tunbridge Wells 3494. [6671

1949 model Sunbeam-Talbot 90 saloon, black with fawn leather, H.M.V. radio, carefully maintained, most attractive; £1,075.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [6176

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, black brown, Motoralla radio, pass-lights, Windtones, new Dunlops, coachwork in very bright condition, beautiful little car to drive; £525.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, metallic grey/red leather, one change of ownership since new, excellent little engine; £515

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1938-9, attractive satin bronze with fawn interior, reconditioned enginey fitted 6 months ago, rest of car thoroughly overhauled by distributors; £475.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1940, in silver grey, identical to 1948 series, sparkling appearance inside and out, particularly nice mechanical order; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, late 1948 model, black/fawn interior, a superb low-mileage specimen, in immaculate condition; £875.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon, January, 1949, in satin bronze, condition virtually unblemished throughout, tiny mileage; £995.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. [6610

MAYFAIR GARAGES, Ltd., 1939 10hp drop head foursome, recellulosed grey with leather upholstery, good tyres, carefully maintained, smart car with first-class road performance, 3 months' guarantee; £525.

MAYFAIR GARAGES, Ltd., Balderton St. (Opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-12. [5316

1950 Sunbeam-Talbot 90 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [5681

SUNBEAM-TALBOT

1950 (September) Sunbeam-Talbot 90 coupe, one owner, genuine mileage 8,000, colour grey, immaculate condition; £1,150.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [4845

1295gns.—Sunbeam-Talbot 90, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

545gns.—Sunbeam-Talbot, January 1940, 2-litre foursome drop head coupe, gunmetal, grey leather, Windtone horns, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6579

£595—Dear but worth it! Sunbeam-Talbot 10hp sports saloon that literally and absolutely looks and performs like a 1948 model we recently sold for £875, please see this, it is absolutely as described; three months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6804

1939 Sunbeam-Talbot 3-litre saloon, magnificent car in first-class condition throughout, all black and chrome finish with green leather interior, written guarantee; £525; exchanges, terms.—Uplands 6947. Smalless Eng. Co., Whyteleafe Station, Surrey. [6719

TANKARD & SMITH, Ltd., offer 1940 Sunbeam-Talbot d/h foursome coupe, in polychromatic grey, with grey leather, an exceptionally good looking car in excellent mechanical condition; £525; three months' written guarantee; also 200 guaranteed used cars of all makes.—193, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [6080

AT to-day's list price!—September 1950 90 saloon, silver grey, fitted heater, this car has had a country life and has operated on long runs at proper temperature and not half-temperature, transmission smashing, dashes in town, is therefore in perfect condition at 12,000 miles and is one of the last that will ever be available at only 1-year covenant.—Southall, Clifford, Hereford [5084

Sunbeam-Talbot Cars Wanted

R
ROOTES.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
MANCHESTER.—129, Deansgate (Blackfriars 6677).
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

R

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

URGENTLY required, 1950 Sunbeam-Talbot 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6651

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

TALBOT

105 Talbot 4-seater sports, very good runner; £155.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [5912

TALBOT 18hp saloon, first registered April, 1938, radio and heater; £325.—Campbell Symonds, Wembley 6262. [6204

395gns.—Talbot 10, 1938, sports saloon, green sliding head, green leather, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6581

1937 model Talbot 10hp drop head coupe, absolutely immaculate condition, two owners from new, most beautifully resprayed in beige with red hood, red leather and silver wheels, mechanically superb, has appearance of being a post-war car; £375.

GRAYS CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [6596

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

CASH immediately for good Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6426

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782

TRIUMPH

CAR MART, Ltd.

1950 (Nov.) Triumph Mayflower saloon, 10,000 miles; £985.

1947 Triumph 1800 Roadster, 16,000 miles; £525.

1950 Triumph Renown saloon, heater, 5,000 miles; £1,375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6361

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

NEWNHAMS Ltd.

1950 Triumph Renown saloon, black, with beige, most carefully used.

1938 Triumph 16hp Vitesse saloon, excellent condition; £385.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4362

COACHCRAFT offer:—

NOVEMBER 1946 razor-edge Triumph saloon, one private owner from new, fitted heater and H.M.V. radio, loose covers, clean car which has been regularly serviced; £725, terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6349

H. A. SAUNDERS, Ltd.

1949 Triumph 1800 saloon, 22,000 miles; £1,050.—Radlett, Herts. Tel. Radlett 8167 and 5849. [3720

BASIL ROY, Ltd., offer.—

1950 Mayflower, black, H.M.V. radio, heater, loose covers, Rimbellishers, small mileage, as new.—Basil Roy, Ltd., 17-18, Wigmore Place, W.1. Tel. Langham 7733. [6346

B. J. HUNTER, Ltd., offer—

1948 Triumph 1800 saloon, showroom condition throughout; £1,025.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [4924

ROSE & YOUNG, Ltd., offer:

1949 Triumph 2000 Roadster coupe, exceptional condition throughout, bargain; £845.—Below.

1947 Triumph 1800 Roadster coupe, good condition, metallic grey; £725.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [5845

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, grey with grey upholstery, 10,000 miles; £1,295.

836—842, High Rd., N.12. Hillside 0024. [6166

MEBES & MEBES, Ltd (est. 1895) offer:—

1947 Triumph Roadster, gunmetal grey, cream wheels, maroon hide upholstery, spot lights, other extras, nominal mileage, excellent condition; £850.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040.

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Triumph Mayflower saloon, black/hide, 4,000 miles.

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [6379

1947 Triumph roadster, 22,000 miles only, fitted radio, £745.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [6767

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon; £1,375.

GORDON CARS (LONDON), Ltd.—1950 Triumph Mayflower saloon; £1,125.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon; £1,250.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster; £935.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6627

1948 Triumph Roadster, grey, blue leather, immaculate condition; £775.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tel. Macaulay 2211 and 2212. [6245

1949 Triumph 2000 sal., grey, grey leather, ex. cond., 20,000 miles, fitted radio.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6114

1950 Triumph Mayflower saloon, grey with red leather, 8,000 miles, one owner; £1,025.

1950 Triumph Renown, black with beige leather, 6,000 miles only, one owner; £1,400.

H. A. SAUNDERS, Ltd., 330, Euston Rd., N.W.1. Euston 4511. [6412

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition; £1,350.—Below.

1950 Triumph Mayflower, 5,000 miles, immaculate condition; £985.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3413

TRIUMPH Vitesse 14, 1938 model, grey, blue leather, very good condition; £350.—Tel. Gt. Yarmouth 2658. [6666

1950 (Nov.) Triumph Mayflower saloon, radio, under 2,000 miles, virtually a brand new car; £1,095.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6527

1948 (August) Triumph 1800 saloon, black, beige upholstery, radio, immaculate car, low mileage; £1,025.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362 [1966

1950 Triumph Mayflower, black, 7,000 miles; £1,050.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6266

JAN., 1949, Triumph 1800 saloon, black; £1,095; exchange considered.—"Lingwood," Upper Bassett Ave., Southampton. Tel. 68651. [5331

1949 Triumph 2000 Renown, colour black, grey leather, taxed year, excellent condition; £1,100; see also our advertisement on page 41.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [6263

1950 (Nov.) Triumph Renown saloon, maroon, one owner, heater, taxed, 10,084 miles; £1,350.—Woking Motors (Maybury Hill), Ltd. Woking 1938.

1950 Triumph Renown saloon, maroon, leather upholstery, tailored loose covers, 6,200 miles like new; £1,450; hire purchase and exchanges arranged.

GOLLY'S GARAGE, Earls Court Rd., S.W.5. Fro. 0063. [5064

1949 Triumph 2000 sal., metallic grey, H.M.V. radio, heater, 8,000 miles; £1,275.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6267

TRIUMPH

1950 Triumph Renown, 13,000 miles, as new; £1,275.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6176

1948 Triumph Roadster, metallic grey, red leather, many extras, one owner, 14,000 only; £850.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6747

1950 Triumph Renown, gunmetal, small mileage, heater, one owner; £1,195.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [6599

1950 (Aug.) Triumph Mayflower, 3,700 miles, as new; £985; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [6494

850 gns.—Triumph 2000, April 1949, Roadster coupe, black, grey leather, Windtone horns, excellent condition; terms, exchanges.—Rowland Smith, below.—

795 gns.—Triumph 1800, October 1946, razor-edge 4-door saloon, black, fawn leather with loose covers, good tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

795 gns.—Triumph 1800, 1947 Roadster coupe, gunmetal, blue leather, Windtone horns, small mileage, carefully used, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6582

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer, 6,400, immaculate condition; £1,575.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [6086

1948 Triumph drop head coupe, metallic grey, blue leather, chauffeur kept, exceptional condition; £975.—Woking Motors (Maybury Hill), Ltd. Woking 1938. [5279

£155—1933 Triumph 12/4 4-door de luxe, exceptionally smart.—O. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [6206

1950 Triumph Mayflower saloon, maroon/beige leather, radio, heater, one owner, 4,000 miles, loose covers, as new, any inspection, 3-month guarantee; £1,025.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6362

1950 Triumph Renown, grey with grey hide upholstery, 16,000 miles, in new condition; £1,225; terms, exchanges.—O. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [6296

1935-6 Triumph Gloria 10hp 4-door sports saloon a bargain, £260.—O. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt 1107-8-9. [5310

1948 Triumph razor-edge saloon, grey, 20,000 miles, carefully maintained, leather, new tyres, taxed quarter; £1,000.—85, Banstead Rd. South, Sutton. Tel. Vigilant 4912 after 7 p.m. [6657

MID-'50 grey Triumph Renown saloon, chassis 23,000, engine 7,000, radio, heater, perfect condition, agent service, tyres new; nearest £1,400 end February.—Stock, Tresilian, Nantyderry, Mon. [6644

1949 Triumph 2000 saloon, small mileage, one owner, beautiful condition, price of this model to date over £1,400; offered at the low price of £1,050 for quick sale.—20, Viceroy Lodge, Hove. 30589. [6523

1936 11hp Gloria Triumph sports 2-seater, two spares, exceptionally well maintained and in really excellent condition throughout; £385.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [4977

1938 series Triumph Dolomite 14hp de luxe saloon, black, with blue upholstery, engine completely overhauled, whole car in good and original condition; £500.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [3755

TANKARD & SMITH, Ltd., offer 1948 Triumph Roadster, in metallic grey, with blue leather, moderate mileage only; very desirable car in every respect; £875; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [6084

1949 (April) Triumph 2000 Roadster, one owner since new; this car has just been recellulosed in ivory and red, fitted with new hood and is equipped radio and heater; exceptional car in every respect, which must be seen and tried to be fully appreciated; trade and part exchange enquiries invited.—O. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5817

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

CASH immediately for good Triumph.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6427

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

MARSTON MOTOR Co., Ltd., for your Triumph. Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs distance no object.—Hatsons, Lord St., Southport. Tel. 2268. [0804

WANTED, late model Roadster, low mileage.—Elverston, Broadlands, Motcombe Grove, Gatley, Cheshire. [6646

1950 Renown; first class caravan offered in part exchange.—Billson, Huggetts Farm, Stone-in-Oxney, Kent. [6055

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May 3051 [6930

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's Ltd (Woodford, Essex.) Slough House, 16, Berkeley St., W.1 [6072

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St John's Wood, N.W.8. Maida Vale 9114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

DICKS

1948 rebuilt Ford 10hp utility, very attractive body; £475.

1940 Hillman Minx utility, just fitted new body; £450.

DICKS CAR SALES, Ltd., 395-405 High Rd., Kilburn. Maida Vale 6666-9. [4863

COACHCRAFT offer:—

VAUXHALL 12/4 Estate brake, extremely well built, an attractive body (cost £250); this vehicle has been extensively overhauled and is now guaranteed unconditionally for 3 months, nearly new tyres, smart appearance; £325 or near offer.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6348

LEX GARAGES, Ltd., offer:—

1947 (registered 18/11/47) Hillman estate car, finished in grey with brown upholstery, mechanically reconditioned by us and in first-class condition throughout; £765.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [6012

JACK STONE & SON, offer:—

1949 Bradford Jowett de luxe 5-seater; 1948 Humber 27 8-seater; 1947 Ford V.8 30hp 7-seater; 1947 Humber 27 7-seater; 1948 Hillman 10hp estate car; 1946 Ford 10hp 6-seater; 1940 Ford Prefect 5-seater; 1940 Ford 10hp 6-seater; 1939 Ford 22 6-seater; easiest of terms; exchanges; free delivery anywhere; send for up-to-date list and special seven-way plan.—221, Upper Richmond Rd., Putney. Tel. Putney 1054/5, 2276/7 [4686

HAROLD RADFORD & Co., Ltd.

1949 (September) Jowett Bradford utility, colour green, fitted with 4 de luxe seats, one owner, speedometer reading 11,872 miles, in excellent condition throughout, unused since new engine fitted.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6279

PHILIP RICKARDS, Ltd., offer:—

HILLMAN Minx Utility, 1944 chassis, rebuilt 1948 features, beige, 9,000 miles.—3, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6464

READ BROS MOTOR Co. (London) Ltd. offer:—

1939 Austin 10hp utility in attractive condition; £325.

1937/8 Ford 10hp utility, beautiful running order; £325.

MANY others; terms, exchanges.—54, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [6774

1949 Bradford utility, 4 seats, one owner, 14,000 miles only, guaranteed; £555.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6156

1950 A40 utility, 7,000 miles, £675.—Boys Autos Ltd., 127, Parkway, N.W.1. Euston 2700.

1950 (Aug.) Austin A40 Countryman, 14,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [6444

1950 Vanguard estate car, 5,700 miles, champagne, radio, heater; exchange considered; £1,225.—Arnold 6615. [6237

LEA-FRANCIS utility, registered 12.10.49, one owner; £850.—Wroots Motors, Grove St. Garage, Doncaster. Tel. 49360. [655

1948 Fordson 10cwt with smart metal utility body, seating for two, extra if required full length roof locker; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6505

1947 Austin 10 with utility bodywork, seating for 6, engine recently reconditioned, bodywork in smart condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6680

1938 Lincoln Zephyr utility, fair condition; £110.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m.-7 p.m. [5915

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6 [3631

1947 Ford 8, ash utility body in very nice condition, mechanically perfect; £395; exchanges, H.P.—Lerry Garage, Talybont, Cards. Tel. 79. [6714

1938 Lanchester 18hp with well-designed coachbuilt post-war body, recent overhaul, an ideal dual-purpose car; £450.—Millais, Frensham 418 [5043

1948 Hillman estate car, finished grey, very smart vehicle; £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165.

1949 (November) Bradford 4-light Utility, 15,000 miles, grey, very carefully used, extras, 3-month guarantee, any inspection invited; £495. Also

1947 Austin 10hp 7-seater Martin Walter Utilicon, 22,000 miles, exceptional condition, any inspection invited, 3-month guarantee; £595.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166 [6366

VANGUARD Estate Car, July 1950, condition as new, radio and heater, tyres good, speedometer 15,000, a fine car, seen Pinner, Middlesex; price £1,250.—Box 6565. [6057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

1949 Vanguard estate car (converted), low mileage, good tyres, radio, green, nice condition; £825, near offer.—Jordan, Shortmead St., Biggleswade 2265. [5016

A40 Countryman, late 1949, green with brown upholstery, practically new condition; £895; terms exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [5344

1938 Morris 14 fitted attractive 4-door utility body, in really excellent condition throughout; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5509

1947 Alvis 14hp shooting brake, 3,000 miles since rebore and recellulosing (British racing green), aluminium body; £650.—Brewer, 47, Fore St., Shaldon, nr. Teignmouth. Tel. Shaldon 68. [6137

1950 (April) Morris 8hp dual purpose 5-passenger utility, removable seats, immaculate condition throughout; £675 or reasonable deposit and weekly or monthly repayments; all letters answered.—Box 6302. [4848

495 gns.—Austin 8 (Jan., 1946) 5-seater utility, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford V.8 (July, 1938) 30hp 81A 4-door 6-seater utility, timber body, glass all round, drop tailboard, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6585

1950 (June) Vanguard utility (without extra seats), one owner, colour black, mileage 16,000, immaculate condition; £765.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451/2. [4646

STANDARD Vanguard Estate Car, 1950, finished green and Dixon-Bate trailer finished green, for sale, one owner, chauffeur maintained, in excellent condition, mileage 32,000; nearest offer to £900; can be seen by appointment.—Apply, Secretary, Mid-Wilts Hospital Management Committee, c/o St. Andrew's Hospital, Chippenham, Wilts. [6059

RECONDITIONED ex-Ministry of Supply Hillman Minx utilities; all in first-class condition and free from any defects; recellulosed and retrimmed, new batteries and lamps; good or new tyres, new chrome work; fitted flush-fitting occasional seats, new number plates, spare wheel, jack and wheelbrace; A.A. or R.A.C. inspection invited; 3 versions available; fitted new canvas canopy, £295; new van body, £355; new wooden station brake body, £365; hire purchase terms available.—Q Service Station, Staines Rd., Ashford, Middx. Tel. Ashford (Mdx.) 2572. [5037

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

UTILITIES wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

VAUXHALL 10

W. J. BROWN, Ltd.

1946 (Sept.) Vauxhall 10hp de luxe saloon, black, brown leather upholstery, sliding roof, one owner since new, 32,000 miles only; £625.

W. J. BROWN, Ltd., Ford main dealers,

339 Finchley Rd., N.W.3. Hampstead 4414. [6633

S. G. SMITH MOTORS, Ltd., offer:—

1939 Vauxhall 10, reconditioned engine, resprayed, very attractive; £450.

S. G. SMITH MOTORS, 285-7, Rye Lane, Peckham. Tel. New Cross 0460. [3922

1939 Vauxhall 10hp saloon, in excellent condition; £475, o.n.o.

W. J. PULLEN, Ltd., Automobile Engineers and Agents, 52, West St., Sittingbourne. Tel. Sittingbourne 333-4. [6066

1938 Vauxhall 10 saloon, needs overhaul, one owner; £225.—70, Surbiton Park Terrace, Kingston. [6120

£350—Vauxhall 10 1939 4-dr. sln., leather interior, sldg. roof, excellent performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [6042

TANKARD & SMITH, Ltd., offer a very good 1939 Vauxhall 10 saloon, 2-door, in excellent condition throughout, red leather upholstery and original mats, open to A.A. or R.A.C. examination covered by written guarantee; £480.—226-232, High Rd., N.15. Stamford Hill 3291. [6062

VAUXHALL 12

H. A. SAUNDERS, Ltd.

1947 Vauxhall 12, 20,000 miles.—Radlett, Herts. Tel. Radlett 6167 and 5849. [3722

B. J. HUNTER, Ltd., offer:—

1946 Vauxhall 12 saloon, one owner, really genuine condition throughout; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8678

1948 Vauxhall 12 saloon, black/brown, 20,000 superb condition; £700.—Lewes Motors, Ltd., Lewes, Sussex. [6309

1940 Vauxhall 12 de luxe saloon, taxed, very excellent condition throughout; £475.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [3217

1947 Vauxhall 12hp saloon, black, one owner; £695.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8052

VAUXHALL 14

B. J. HUNTER, Ltd., offer:—

1946 Vauxhall 14hp saloon, famous J type, carefully used, £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [4925

1937 Vauxhall 14, immaculate condition; £385.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [5730

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1936 Vauxhall 14 saloon, resprayed black, new suspension fitted, engine recently reconditioned, excellent condition throughout; 229gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, top price in part exchange on your present motor cycle or car, unique three months' written guarantee, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [6739

1947 Vauxhall 14hp saloon, blue, £740; hire purchase and exchanges arranged.

GOLLY'S GARAGE, Earls Court Rd., S.W.5. Fro. 0063. [5068

1946 Vauxhall 14 J saloon, black, leather interior, one owner, perfectly maintained; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5854

1938 Vauxhall 14 touring saloon; £275.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [6236

1946 Vauxhall 14 J-type saloon (choice 2), absolute bargain; £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723/33. [5765

1947 Vauxhall 14 saloon, very sound; £670.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6460

VAUXHALL 14 de luxe saloon, black, brown hide, all original condition, mechanically quiet and very sweet running, exceptional model for the year 1937; £365.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [5650

£425—1938 Vauxhall 14 de luxe saloon, black with brown leather upholstery, one owner, genuine 45,000 miles; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [5346

1938 Vauxhall 14hp drop head coupe, finished metallic grey with brown hide upholstery, maintained and serviced by us, just fitted with new hood, a very fine car in first-class condition; £450.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6735

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1950 Vauxhall Velox saloon, 6,000 miles; £1,150.

1950 Vauxhall Velox saloon, radio, heater, 8,000 miles; £1,135.

1949 Vauxhall Velox saloon, radio, heater, 16,000 miles; £985.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6360

NEWNHAMS, Ltd.

1950 Vauxhall Velox saloon, fawn and brown, excellent condition; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4360

OVERSEAS CARS, Ltd.

1949 Vauxhall Velox saloon, black/brown leather, radio, heater and foglamp; £995.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [6303

B. J. HUNTER, Ltd., offer:—

1949 Vauxhall Wyvern saloon, definitely unmarked; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8679

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, grey with brown interior, heater, etc., 7,000 miles; £1,045.

1950 Vauxhall Velox saloon, grey with red upholstery, radio, heater, etc., 8,000 miles; £1,125.

836—842, High Rd., N.12. Hillside 0024. [6167

SELSDON ROAD GARAGE offer:—

1950 series Vauxhall Wyvern saloon, colour dark blue with brown interior, press-button radio and heater, a most carefully used car; £995.

54 Selsdon Rd., Sth. Croydon, Surrey. Croydon 5470. 2 mins. South Croydon Station. [4401

McKINNON MOTORS, Ltd., offer:—

1950 (Sept.) Vauxhall Wyvern saloon, blush grey, leather to match, 1,600 miles only, one owner, untaxed, a brand new car; £1,295; six months' guarantee. Trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [6088

WARWICK WRIGHT, Ltd. offer:—

1950 Vauxhall Velox saloon, black, brown leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6795

WARWICK WRIGHT, Ltd., offer:—

1950 Vauxhall Velox, black, brown leather, 2,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4934

1950 Velox, 17,000 miles one owner, excellent condition; £945.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [6768

1950 (May) Vauxhall Wyvern, radio, heater, perfect car; £955. Also

1948 Vauxhall 12 saloon, beautiful condition; £795.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham, Pollards 2100. [6387

1949 Vauxhall Wyvern, blue, cloth upholstery, preserved by covers; £850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6807

1949 Vauxhall Velox saloon, fitted radio, heater, loose covers, 15,000 miles; £895.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. [6194

1950 Vauxhall Wyvern saloon, perfect condition, leather upholstery, fitted radio; £1,095.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6508

1950 Vauxhall Wyvern, Alpine green, brown leather upholstery, recorded mileage 14,000, fitted radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6000

1950 (Dec., 1949) Vauxhall Wyvern, black with brown leather, radio and heater, 10,900 miles, one owner; £900.

H. A. SAUNDERS, Ltd., 330, Euston Rd., N.W.1. Euston 4511. [6413

1950 Vauxhall Velox saloon, finished black, with brown leather upholstery, heater, radio, 15,000 miles, one owner.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [4342

300 miles only.—1950 Vauxhall Wyvern saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6400

1950 (Nov.) Vauxhall Wyvern saloon, 200 miles.—Green & Zonis, Ltd., 256-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [6333

2000 miles.—1950 Vauxhall Velox saloon, radio, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6401

1950 Vauxhall Wyvern, exceptional condition; £955.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6461

1949 Vauxhall Velox saloon, grey/beige leather, nominal mileage, fitted radio and heater; £935.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [5190

1950 (November) Vauxhall Velox, black, brown leather, 10,000 miles; £1,035.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5323

1949 Wyvern saloon, black/fawn, heater, moderate mileage, one owner, immaculate; £840.—H. A. Saunders, Ltd. 144, Golders Green Rd., N.W.11. Speedwell 0011. [6604

1949 model (Nov. '48) Vauxhall Wyvern, black, grey cloth, radio, heater, low mileage, excellent condition; £875 or offers.—Cook, "North View," Flax Bourton, Bristol. [6655

1949 Vauxhall Wyvern saloon, radio and heater, very low mileage, metallic green with brown upholstery, a very lovely car in almost new condition; £995.—Pantiles Service Garage, London Rd., Guildford 5326. [6254

1950 model Vauxhall Wyvern, mileage 13,500, meticulously maintained regularly serviced, in faultless condition, extras, heater, spot lamp, etc. one owner, £975.—27, Desmond Rd., Eastbourne, Sussex. Tel. 6059. [5956

TANKARD & SMITH, Ltd., offer 1948 (Nov.) Vauxhall Velox saloon in black with beige leather, very carefully maintained by private owner, moderate mileage only; £825; three months' written guarantee. Also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [6082

VAUXHALL 20

£125—1935 Vauxhall 20hp de luxe saloon, reconditioned engine; another Bray bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6190. [4985

VAUXHALL 25

R. F. FUGGLE, Ltd.

1938 Vauxhall 25 saloon, two owners since new, moderate mileage, in very sound condition, new tyres; £295 or near offer.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4332

1937 Vauxhall 25, good mechanical order; £375.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open weekdays 9 a.m. to 7.30 p.m. [6486

A & S Limousine 1938 Grosvenor, partition, forward occasionals, leather, magnificent condition, black, bargain value. Seen:—

ALPE & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair-2941. [6222

VAUXHALL 27

VAUXHALL 27 8-seater 1936 saloon, excellent condition, leather, recent £130 overhaul; £250.—Pace, 116c, West St., Farnham 5846. [6645

VAUXHALL MISCELLANEOUS

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017

GORDON CARS (LONDON), Ltd.—1949/50 Vauxhall Velox saloon; £1,050.

GORDON CARS (LONDON), Ltd.—1948 Vauxhall 14hp saloon; £675.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [6625

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1938 Vauxhall 25hp saloon, black, brown leather upholstery, interior very clean, body condition very good, fitted heater and fog lamp; £395.

1948 Vauxhall J type 14hp, black, brown leather upholstery, spot lamp and radio fitted, low mileage, tyres good all round; £795.

1940 (March) Vauxhall 12hp, black, blue leather upholstery, headlining just renewed, mechanically sound and roadworthy, 4 new tyres, body condition good; £475.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [5358

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge [0039

GRAHAM BROTHERS (MOTORS), Ltd., Main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

S
SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018

R
ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham 6041 [0394

JESSUPS (STRATFORD), Ltd., require Wyvern, also Vauxhall 10. Maryland 4366. [6144

VAUXHALL 10 in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Vauxhalls (1937 onwards).—Wembley 6691/3905.

AS new, post-war Vauxhall car required.—Fortune, 8, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768 (day). [0788

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2786. [0812

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0469

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0305

TRIANON.

TRIANON.—Established over 30 years, the firm with a reputation for reliability and quality workmanship, offer the undermentioned services on Vauxhall cars and vans.

TRIANON.—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.

TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BYC, JCV models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty, your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass. Egham 131. [0196

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—157-149, Widmore Rd., Bromley, Kent. Rav 3456-7-8-9. [0393

RECONDITIONED exchange suspension (complete pairs), 10, 12, J, £15/10; DX, £17/10; 25hp, £23; also for Bedfords; reconditioned gear boxes, shock absorbers; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0261

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

VOLKSWAGEN

VOLKSWAGENS bought and sold.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1044.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. —Sole distributors for Great Britain. Sales, service and spares. [0873

VOLKSWAGEN, choice of 3, from £350; all 1947 models; h.p. terms, quarter deposit, balance 2 years. —Brookside Motors, 108, High Rd., Uxbridge. Tel. 164, 10 a.m.-7 p.m. [4943

Volkswagen Cars Wanted

VOLKSWAGEN wanted in good condition.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

CLARKE & SIMPSON wish to purchase the best examples.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [5738

WOLSELEY

E
EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80 saloon, black, 11,000 miles, in very fine condition.

1950 Wolseley 4/50 saloon, black, 8,900 miles, one owner.

ALSO 1949 models in stock.

1947 Wolseley 10hp saloon, black, fitted recond. engine, excellent condition.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [6308

CAR MART, Ltd.

1950 Wolseley 6/80 saloon, radio, heater, 10,000 miles; £1,320.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6377

H. A. SAUNDERS, Ltd.

1950 Wolseley 6-80, 10,000 miles.

1950 Wolseley 4-50, 12,000 miles.—Radlett, Herts. Tel. Radlett 6167 and 5849. [3725

JACK ROSE, Ltd., offer:—

1950 (October) Wolseley 6/80 saloon, dark metallic green with green leather interior, one owner, radio and heater; £1,225.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [4947

B. J. HUNTER, Ltd., offer:—

1948 Wolseley 8hp saloon, 4-door de luxe model; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [4926

RUSSELL MOTORS offer:—

1950 Wolseley 4/50, 6,000 miles only, fitted heater.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [3369

GUY ALFREDS & Co. offer:—

1939 Wolseley 10 sun saloon, black/brown, recently recellulosed, excellent tyres, taxed, superb order; £475.—6-7, Warren St., W.1. Euston 5268. [5311

HAROLD RADFORD & Co., Ltd.

1949 (first registered July 1950) Wolseley limousine, speedometer reading: 19,000 miles, with division and face forward occasional seats, black; in immaculate condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6280

1938 Wolseley 14hp saloon, black; £350.

GOLLY'S GARAGE, Earls Court Rd., S.W.5. Fro. 0063. [5069

1939 Wolseley 14 saloon, excellent condition; £495.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9082. [6195

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4-50 saloon; £1,275.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6628

1947 Wolseley 8 saloon, black, recommended; £575. —Below.

1939 Wolseley 25 saloon, very fine condition; £490.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6462

1949 Wolseley 6/80, one owner, 17,000 miles, very clean car.

L. F. WARD & Co., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Sydenham 4219. [6591

1946 Wolseley 18, black, brown leather, immaculate condition, one owner; £695.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [6240

500 miles.—1951 (Nov. '50) Wolseley 6/80.—Ernest Sutton. Tel. Rogate 4 (trade only). [6451

275 gns.—1937 Wolseley 14 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6713

BEARTS, of Kingston. Wolseley distributors.—Sales, spares and repairs.—108, London Rd., Kingston. Tel. 5348. [0083

L. F. DOVE offer 1939 Wolseley 10 saloon, far above average; £475.—68, Broadway, Wimbledon, S.W.19. Liberty 3456. [6787

1948 Wolseley 8 saloon, in fine condition; £695. —S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4468. [6765

1940 (April) Wolseley 10 de luxe saloon, black, Ace wheel discs, moderate mileage, exceptionally price £495.—Below.

1946 (Nov.) Wolseley 10 de luxe saloon, black, low mileage, lovely condition; £585.—348, Kings St., Hammersmith. Riverside 2837/8. [6756

1937 Wolseley 25hp limousine, engine and chassis repairs completed recently, bodywork in sound condition; £385.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [4425

1939 Wolseley 14 de luxe saloon, one owner, outstanding condition; £325; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 160, Priory Rd., Hornsey. Mountview 3298 & 7774. [6763

1939 Wolseley 14 saloon, black, excellent condition throughout; £550.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4866

CASS'S MOTOR MART.—1939 Wolseley 14 saloon, blue, superb order throughout, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [2859

300 miles only. 1951 model 6/80 Wolseley saloon, new condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6290

WOLSELEY

1937 Wolseley 14 saloon de ville, rear trunk, really exceptional condition throughout, bargain, £345.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4728.

1947 Wolseley 8hp saloon, black, brown leather, one owner; £565.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [6499

1939 (late) Wolseley 12-4 4-door de luxe saloon, brown hide interior, black paintwork, absolutely unmarked; you will travel miles to find its equal at £525.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0981. [6810

1950 (Oct.) Wolseley 6-80 saloon, cream with fawn leather upholstery, loose covers, heater, immaculate condition; £1,225.—48, Sandpit Lane, St. Albans. Tel. 1071. [6720

1940 Wolseley 10 saloon, black with brown interior, excellent condition; a bargain at £495.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. Tot. 4162. [5934

£210.—Wolseley 14hp 1936 4-door de luxe saloon, black, brown leather, very clean condition; terms, exchanges.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [6612

695 gns.—Wolseley 18, February 1946, de luxe 4-door saloon, black, sliding head, brown leather, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Wolseley Hornet, 1932, 12hp, Swallow sports 2-seater, blue, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6384

£350.—1937 Wolseley 25 de luxe saloon, black with brown hide upholstery, one owner, very low mileage, in exceptional condition; terms, exchanges.—G. S. Hall, Ltd., 502, King St., W.6. Riverside 2881. [6298

£135.—Registered 1946, 1933/4 Wolseley Hornet Special 12hp open 4-seater sports tourer, excellent runner, absolutely unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4984

1949 (Aug.) Wolseley 6-80 saloon, 14,000 miles only, one private owner (surgeon), finished black, leather upholstery, fitted H.M.V. push-button radio, heater, twin spotlamps, chromium badge-bar, taxed December, the whole car in spotless condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchely Station, N.2. Tudor 2301-2. [5755

A & S Limousine, 25hp, 1939, partition, 7-passenger, leather, black, certified mechanically, exceptional; £645. Also

LIMOUSINE 1941 25hp, partition, forward occasionals, magnificent order, black, carefully maintained; £895.

LIMOUSINE 1948 25hp, partition, forward occasionals, low mileage, desirable condition, guarantee certificate, black; £1,295.

ALPE & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair 2941. [6823

Wolseley 4/50 Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

WOLSELEY 4/50 wanted.—G. S. Hall, Ltd., 502, King St., W.6. Riverside 2881. [6300

Wolseley 6/80 Cars Wanted

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M
THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

Wolseley Cars Wanted

R
S
ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

E
EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5274

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Wolseleys (1937 onwards).—Wembley 6691/3905. [0778

ALMOST new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0857

WANTED, 1937-39 Wolseley, Rover or Triumph 14, in good condition.—Tims, 3, St. Merryn Close, S.E.18. [6676

CASH buyers of low-mileage Wolseley 8, 12/48, 14/60, 4/50, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

1939 Wolseley 25hp series 3, 7-seater limousine. —R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [0916

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6628. [7737

Wolseley Spares and Service

W. JACOBS & SON.

WE specialize in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0737

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls coachwork and reconditioned engines. [0277

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516

BROCKHURST GARAGE.—Harrow agents for Wolseley, sales service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke [illegible]. [0804

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

THERE are six cast-iron reasons why everybody's going KILBURN way:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
5. Every used machine carries our unique three months' guarantee.
6. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [0829

1932 Rolls-Royce 40-50 late hearse, engine TO68, suitable if converted ideal for agricultural work.

1930 Daimler 24.7 landaulette, engine 54706, excellent car for school contract.

BOTH vehicles cheap for quick sale.—Newmans, Hythe, Kent. 67454. [6060

ROBBINS, 98, Upper Richmond Rd., Putney, always se. good cars; send for list; established 28 years.

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby (1 minute bus station). Tel. 2549. Open week-ends. [1346

Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0066

MEBES & MEBES, Ltd. (Est. 1893).

REQUIRE to purchase for cash both pre- and post-war cars, irrespective of style of coachwork if in excellent condition and moderate mileage; preference to one-owner cars; particulars and price to: Buying Dept. The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [4949

AEROPLANE wanted, four-seater, dual control, urgent, especially interested in Beechcraft or similar.—Heron, Keystone Garage, Exeter Rd., Bournemouth.

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage, small h.p. vehicles.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0065. [7032

A CASH offer on spot for cars, motor cycles, lorries, any make or model; excha.; h.p. a/cs settled. —Write, phone or call, Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251, ext. 150. [0734

BROADWAY MOTOR Co. want the cream of second-hand cars! Owners of low-mileage 8hp to 12hp post-war models and of really good pre-war cars should consult Sales Dept., at 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0625

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [0807

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE canteens, shops, offices, stalls, vehicles and trailers.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [4761

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341

MOTOR HEARSES

ALPE & SAUNDERS Offer highest quality Hearses—with certificate guaranteeing mechanically (ready service) inspection invited.

DAIMLER 1958 32hp, magnificent 1952 streamlined Coachwork, partitioned, 5-door, 6-bearer, swept tail.

HUMBER Phase-III, six bearer, streamlined Coachwork, lavishly equipped, brochure available, ready service.

FORD V.8 30hp Handy Hearse, seating six, adjustable bier table. Exceptional order. Low mileage £495.

PHANTOM II 1955 equipped latest 1952 five door partitioned 6-bearer swept tail Coachwork. £1780.

PHANTOM III (late 1957) partition, 5-door 6-bearer, magnificent streamline swept tail de luxe 1952 Coachwork, lavishly equipped, reasonable cost.

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, London, Mayfair-2941. [6214

AMBULANCES

AMBULANCES, mobile clinics, new and used.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. [4765

This section closes for press at 10 a.m. on Fridays

COMMERCIAL VEHICLES

NEWNHAMS, Ltd.

1949 Austin A40 van, plain maroon, exceptional condition; £565.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [6294

COACHCRAFT offer:—

1950 Ford 5cwt van, £370; terms and exchanges.

1950 series A40 pick-up, 16,000 miles, as new, £550; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6546

PALMERS MOTORS, Ltd.

1950 Ford 5cwt van, £450; 1947 Austin 10cwt van, £335; 1946 Ford 10cwt van, £350; 1940 Bedford 30cwt van, £275; exchanges and terms.—53, York St., Twickenham. Ponsonby 1890. [6695

GUY ALFREDS & Co. offer

1950 Ford 5cwt small mileage, as new.

1945 Ford 10cwt, reconditioned, recellulosed.

1946/7 Bedford 30cwt truck, superb order, 1950 condition.—6-7, Warren St., W.1. Euston 3268. [5818

B. J. HUNTER, Ltd., offer:—

1950 Austin A40 pick-up, one owner, low mileage, £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6803. [6440

MORGAN'S GARAGE offer:—

1949 Commer Q.25 super capacity 25cwt van, 6,000 miles since reconditioned engine fitted, £600.

1948 Fordson 10cwt drop side truck with bolster, 51,000 miles, reconditioned engine recently fitted, excellent mechanical condition, ideal for builder, £395.

1948 Fordson 2-ton drop side truck, 18,000 miles only, very carefully maintained by owner-driver; £395.

1947 Bradford 8 to 10cwt van, in primer, good tyres, excellent mechanical condition; £365.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 750, London Rd., Hounslow. Tel. Hounslow 4422. [5629

1950 Ford 10cwt, as new; £550.

1946 Austin 10, excellent; £375.

1947 Austin 8; £375.

ALL the above are in excellent condition and unwritten.

CYRIL SHEPPARD, 102, King's Rd., Reading 2712. [4571

1949 (Dec.) Austin 25cwt 3-way van, excellent condition; £575.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129. [4859

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1950 (March) Fordson 8hp 5cwt van, dark green and black, plain sides, 11,000 miles, one owner, practically new; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [5365

READ BROS. MOTOR CO. (LONDON), Ltd., offer:—

1948 Ford 10cwt van, excellent running order, £395.

1949 Bradford 10cwt van, in superb condition, £575.

THE above are but two examples from our large stocks of light vans including a good selection of pre-war vans at competitive prices.

TERMS, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [6775

1943 Ford 10cwt van, engine and chassis overhauled, bodywork reconditioned, finished dark blue, choice of £360.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2440

WADDINGTON MOTORS, Ltd., offer:—

1949 (October) Austin A40 van, very good condition throughout; £575.—Fortune Green Rd., N.W.6. Ham. 2211. [5412

NEW Austin 25cwt chassis; immediate delivery with various bodies.

MESSRS. TANNER BROS. MOTORS, Ltd., 971-5, Fulham Rd., Fulham, S.W.6. Renown 4404-5. [6035

1950 (Sept.) Morris 10cwt J type van, 6,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [6452

1950 Austin A40 van, blue; £685.—Jack Olding & Co., 8-10, North Audley St., W.1. Mayfair 5242. [6201

VANGUARD van, windows, red and black, 1950, make ideal utility; £650.—48, Prince George Rd., N.16. Cli. 5060. [6129

1950 Ford 10cwt, £495; 1949 Ford 8 van, £325.—Roys Autos, Ltd., 127, Parkway, N.W.1. Euston 2700. [6068

1950 Vanguard van, 10,000 miles only, immaculate; £695.—Harcourt Motors, Chandos St., Leamington 1904. [6121

£85.—1936 Austin 5cwt van, in running order.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6558

1949 A40 van, low mileage; £625.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [6504

1948 Bradford 5cwt van, £395; 1948 Morris 10cwt van, £425.—Roys Autos, Ltd., 127, Parkway, N.W.1. Euston 2700. [6569

1948 Bradford van, one owner, completely overhauled, black; £375.—Buntings Motor Exchange, Harrow 6225-6. [6750

150 miles.—1950 Morris J type 10cwt van.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6398

BRADFORD vans for sale, serviced by us, main agents since 1932.—Buntings, Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [6284

FORD V.8 ex-W.D. 30cwt steel truck, 10,000 miles, unregistered, as new mechanically.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6269

1950 Fordson van, 5cwt, 9,000 miles, spare unused; £469.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [6292

FORD 4-cylinder 15cwt van, reconditioned, in exceptional condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5695

1938 Ford 10hp van, well looked after, in excellent condition; £155.—Allery & Bernard, Ltd., 372, King's Rd., Chelsea, S.W.3. Fla. 7345. [6637

JOWETT main agents for the Bradford 5-10cwt vans and light trucks.—Saxon Jefferies Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 5446. [0060

1949 (November) Bradford van, one owner, blue, unwritten, excellent condition throughout; £450.—Buntings, Jowett Main Agents, Harrow 6225-6. [6749

1939 Morris 5cwt van, reconditioned, works grey; £215.—Vanderveils (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1316

COMMER Q25, 25cwt van, new November 1949, one owner, well maintained; £350.—The Bruton Engineering Co., Ltd., Church St., Twickenham. Pop. 7562. [6639

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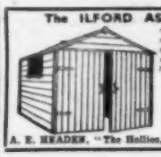

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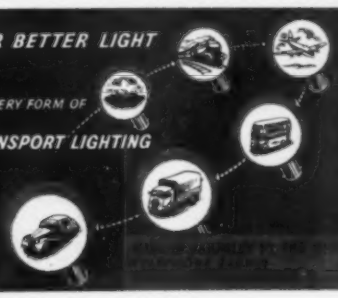

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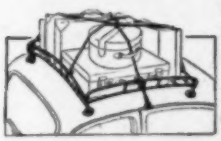

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